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THE AMERICAN ELEVATOR AND GRAIN TRADE.

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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

VOL. XXVI. CHICAGO, ILLINOIS, NOVEMBER 15, 1907.

No. 5. { ONE DOLLAR PER ANNUM,
SINGLE COPY, TEN CENTS.

This is the best space in this publication and we use it for the sole purpose of advertising our line of

Conveying and Elevating Machinery for Grain Elevators

A large percentage of the grain elevators erected during the past seven years are equipped with our machinery.

Send for Catalog.

Stephens-Adamson Mfg. Co.
Main Office and Works, AURORA, ILL.
NEW YORK Office, 41 Wall St. CHICAGO Office, First National Bank Bldg.



Specially Constructed
ELEVATOR BELTING

THE BEST MADE
ALSO
The Cheapest
Get Our Prices

THE GUTTA PERCHA
AND
RUBBER MFG. CO.
224-226 Randolph St.
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Everything for Grain
Elevators

SKILLIN & RICHARDS MFG. CO., Chicago

SALEM BUCKETS are the best made. More of them in use than all other steel buckets combined. Cost no more than a less durable and unsatisfactory bucket. **MADE BY US IN ALL SIZES AND GAUGES.** Our Cold Rolled Spiral Conveyor leads them all for strength and durability.



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Many grain dealers, in all sections of the country, have cause for thanks in having good, sound elevators as built by us.

Our elevators do not fall down nor collapse. They represent years of experience in practical building of strong, serviceable and economically working houses.

We, on our part, desire to thank the many dealers who have shown their confidence in us by awarding us their contracts.

We shall continue to serve the grain public by building modern, substantial elevators at fair prices, and invite correspondence from all who wish to increase their storage or build new houses.

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Rooms 1139-1140 Stock Exchange Building

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So when you want a Sheller make no mistake and buy the

New Marseilles Dustless Corn Sheller

You want
what you
want
when you
want it!



Our guarantee for the **New Marseilles**: It requires less space and power according to capacity; cracks less corn; breaks cobs less; wastes less corn; cleans the corn more perfectly; cleans the cobs in more merchantable condition for fuel than any other cylinder sheller in the world. Made in three sizes ranging in capacity from 200 to 1,800 bushels per hour.

Marseilles Mfg. Co.

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Howe Engines



Get the Best
Power that is reliable
and specially suited to
mill and elevator men's needs. The en-
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and sizes. Also Trucks, Grain Scoops
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Your want can be supplied through
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ELEVATOR BUCKETS



Suitable for Mills, Elevators, Ear Corn, Cobs,
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Grain men find much valuable information
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"American Miller" and "American Elevator
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\$2.50 a year. Big value for the money!

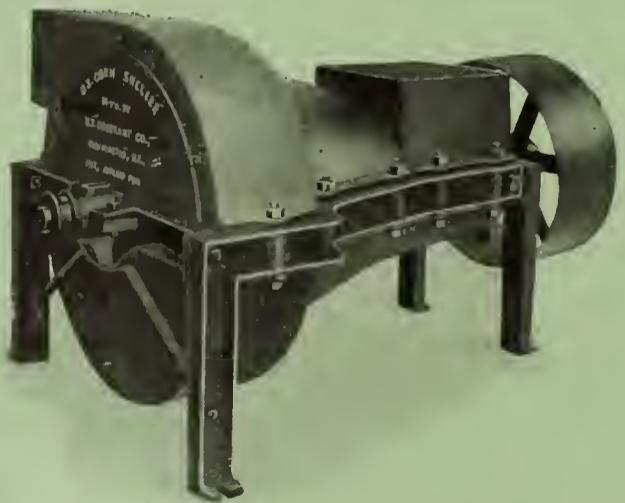
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The Winner

Patented Oct. 17, 1905.

Beware of the Infringement!



All heavy iron castings, chilled teeth, positive
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Quickest and cheapest installed and repaired. Guar-
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trouble handling ear corn if you use our feeder.

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Get our prices before buying elsewhere.

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(NOT KILN DRIED)

The Ellis Drier insures even and
perfect drying at low temperatures.
The only machine where the air
passes through the grain uniformly
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all sizes from five bushels' capacity
and up.

"Ellis Grain Drier"

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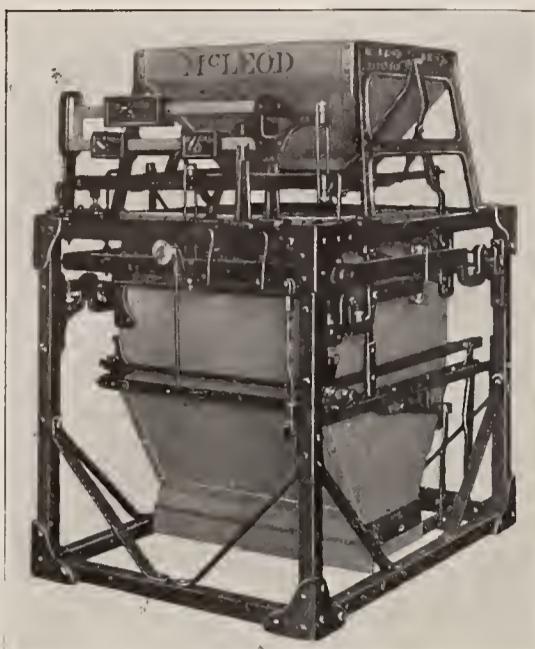
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715-719 Postal Telegraph Bldg.

Chicago

THE McLEOD AUTOMATIC SCALE

The scale that weighs



HAVE you ever seen an automatic scale choke up on light oats or straws in the grain? Of course you have, but not a McLEOD!! We guarantee them against this.

Do you want an automatic scale that can be set in one second to weigh by hand, thus testing at any stage of your work whether your grain is running uniform or varying in grade? If so, you want a McLEOD.

Factories at Bloomington, Ill., and Marietta, Kan.

NOTE—The McLeod Automatic Scale was formerly made under lease of our patents, by a company at Peru, Ill., but this lease terminated July 17, 1907, and anyone buying a McLeod Scale from any firm except ours will be liable to us for a royalty.

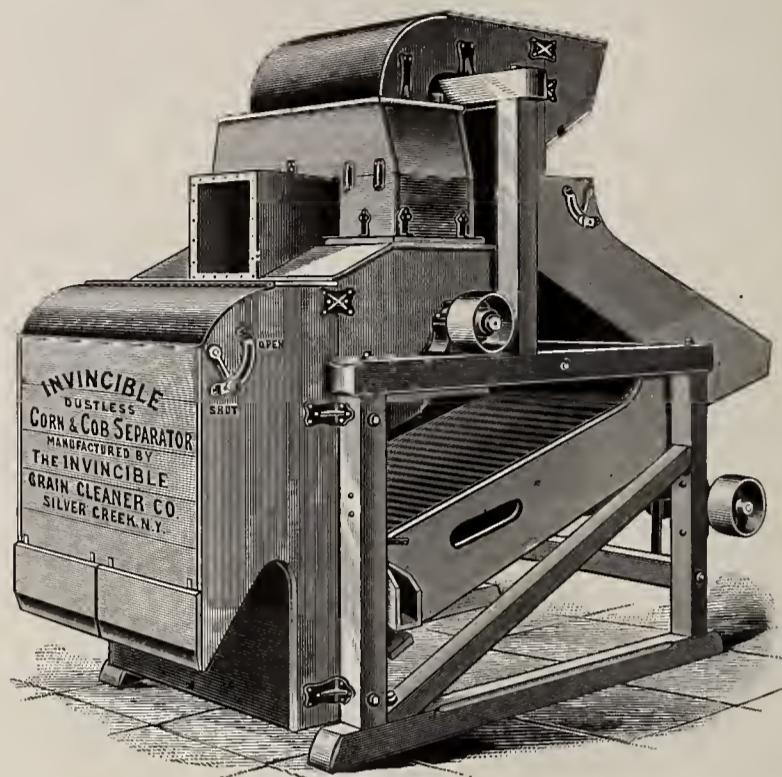
*Agents wanted among grain men everywhere
For catalog and terms address*

McLEOD BROS., - Bloomington, Ill.

CLEAN YOUR CORN

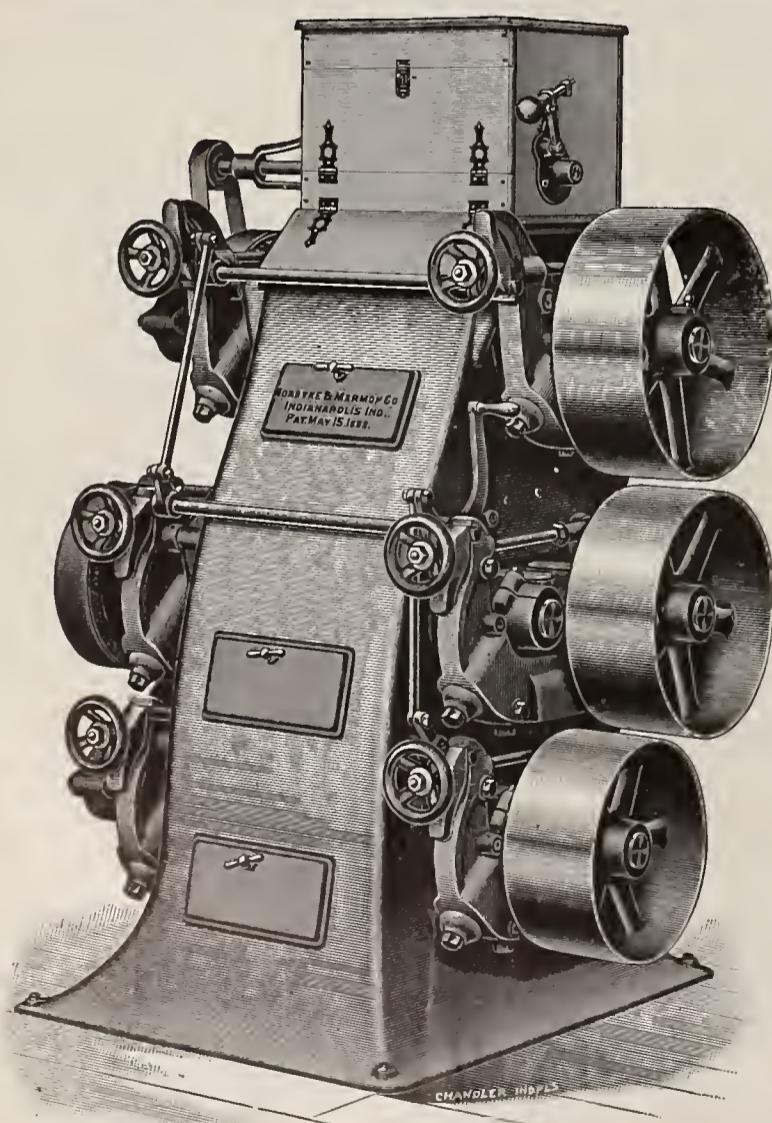
This Separator takes out cobs, silks and all foreign matter and gives a high grade of corn.

It is the most popular corn and cob separator on the market, the result of its extremely nice work. Order now.



**INVINCIBLE GRAIN CLEANER COMPANY
SILVER CREEK, N. Y., U. S. A.**

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The most substantial, most economical in cost of maintenance. Has great capacity and requires comparatively small power. The only Six-Roller Mill with drive belts properly arranged to place the belt strain on bottom of bearings, where it belongs. It is not the cheapest mill in first cost, but it is by long odds the cheapest in the long run. It is without question the best roller feed mill on the market. Feed grinding pays best when you have a mill which will do perfectly any kind of grinding required and stand up under hard work without breakages and delays.

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Nordyke & Marmon Company

America's Leading Flour Mill Builders

Established 1851

INDIANAPOLIS, IND.

The Prinz Automatic Receiving Separator

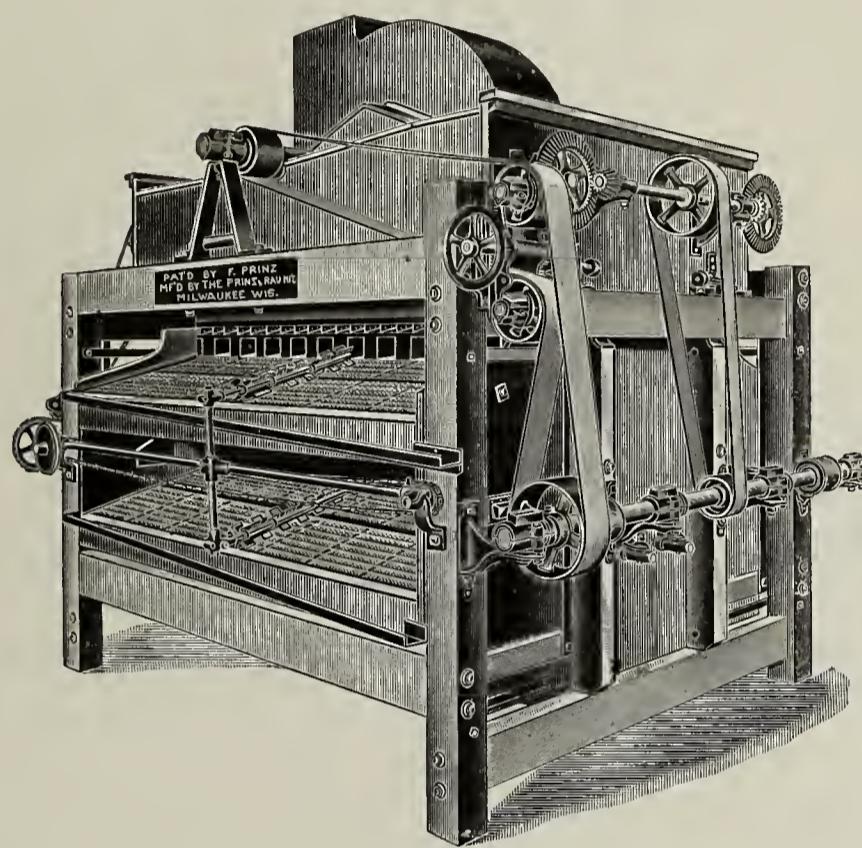
In a Class by Itself

IN construction and operation this machine has no rival. It is the perfected separator for elevators.

It was the first machine equipped with short-travel sieves and patented automatic sieve cleaner.

The sieves are cleaned automatically, and expensive and unsatisfactory hand-cleaning is entirely dispensed with.

The sieves are made of sheet steel and have long life.



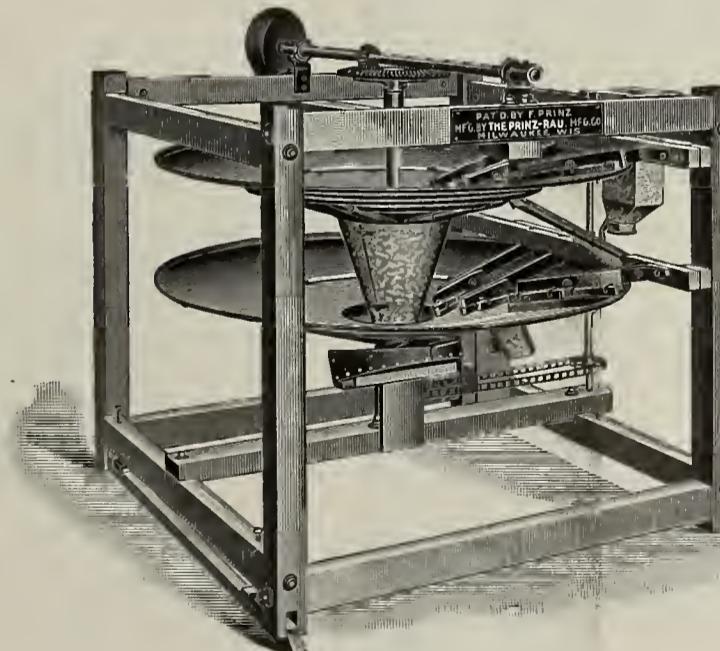
FOR its capacity it requires less power and space than any similar machine.

It makes perfect separations, taking out the impurities and saving the good grain.

We will be pleased to send you full particulars of construction and operation if you will say the word.

The Prinz Mustard Seed Separator

WHHERE wild mustard seed is prevalent this machine is a great boon to grain dealers. It will separate mustard seed from wild buckwheat and grass seed and save the mustard seed in merchantable condition.



THREE is a constant demand for mustard seed at good prices, and this machine will pay for itself in a short time. It is the only mustard seed separator that does perfect work. Write for complete information.

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Genuine Salem Buckets

The Genuine Salem Bucket is light, serviceable and correctly shaped. Enters the material easily, carries maximum load and empties clean. Different gauges of steel suitable for handling any material. Made only by The W. J. Clark Co., Salem, Ohio.

Imitations are no cheaper. Watch for the Clark Stamp. We are Sole Agents. Large stock. Prompt shipments. Catalogue "S."

H. W. Caldwell & Son Co.

CHICAGO, 17th St. and Western Ave.

NEW YORK, 95 Liberty St.

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Unquestionably our Helicoid (continuous flight conveyor) is the best screw conveyor made. We are the originators of and fully equipped to make sectional flight conveyor also, but advise customers to use Helicoid, because it is better balanced and more durable than any other screw conveyor, and renders more satisfactory service.

• Helicoid conveyor is well adapted to the handling of grain and all milling products; cotton seed and cotton seed products, fertilizers, sugar, starch, rice, coal, ashes, cement, concrete, phosphate, sawdust, and many other articles.

Helicoid costs no more than other conveyors.

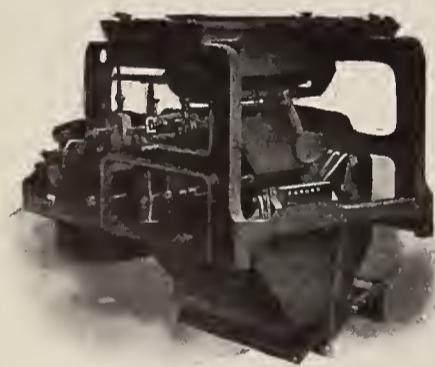
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CHICAGO, Western Ave., 17th-18th St.

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Richardson's Automatic Scales



Used by the leading brewers for WEIGHING IN GRAIN and for keeping an exact record of THE MALT that passes to the MASH TUN.

Write for our new Catalogue

Richardson Scale Co.

7 Park Row, New York

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LET HIM TRY IT—HIS JUDGMENT IS GOOD

That is your competitor. Well, he has, and we will for the asking send you his opinion on Leviathan Belting in his elevators.

MAIN BELTING COMPANY
SOLE MANUFACTURERS

55-57 Market St., Chicago
1215-1245 Carpenter St., Philadelphia

40 Pearl Street, Buffalo
309 Broadway, New York

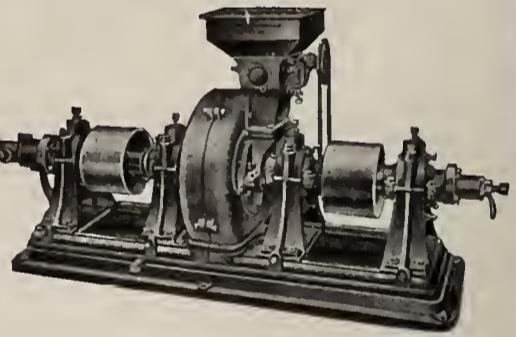
A COMPLETE LIST of Grain Elevators and Grain Storage Warehouses

IN CHICAGO AND COOK COUNTY

with notes of their construction, terminal facilities, etc., for use of railroads, commission men, insurance companies and others. Compiled and published by the "American Elevator and Grain Trade." Price 25 cents.

For Sale by MITCHELL BROS. CO., 315 Dearborn St., Chicago, Ill.

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The Time
To Buy**



Monarch Attrition Mills

You are neglecting an opportunity to add to the profits of your business by failing to install a good feed grinder. There are hundreds of Monarchs in Elevators all over the country and every one is a money maker for its owner. Ground feed is constantly growing in demand, and if you are not getting your share of the business you are missing some "easy money." We want you to investigate the merits of the Monarch, the best feed grinder made. Send for

OUR CATALOGUE

It tells why the Monarch has phosphor-bronze interchangeable bearings; cable-chain oilers; double movable base; safety spring; quick release; relief spring; special adjustable endless belt drives; hammered steel shafting; ball bearings and other improvements not found in competing mills. This catalogue is free; write for it.

Mention amount and kind of power you expect to use for operating a mill

SPROUT, WALDRON & CO.

Northwestern Branch:
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John Williams Taylor, Southwestern Agent,
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Corn Shellers and Cleaners

We make a complete line of Corn Shellers and Cleaners.

The **Victor Sheller** has been for years recognized as the standard Sheller of the country.

It is now made adjustable and can be adjusted for different kinds of work. This feature, together with its well known qualities of strength, durability and efficiency, makes it a very profitable machine to operate.

The **Cornwall Corn Cleaner** was the first of the shaker cleaners and has always kept the lead over this class of cleaners. Its patent finger sieve enables it to clean the corn better and do the work faster with less power than any other cleaner.

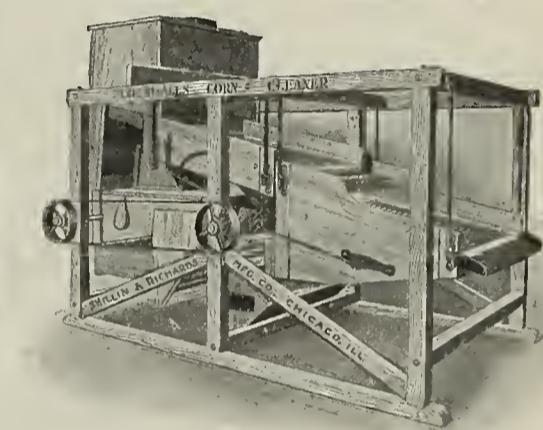
We also make the **Little Victor Sheller and Cleaner** and the **Rolling Screen Cleaner**.

Our line of Feed Mills and Separators is unsurpassed. Send for latest circulars.

Barnard & Leas Mfg. Co.

Builders of Elevator Machinery and Supplies

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ALFALFA

The Williams Pat. Alfalfa Hay

CUTTER and GRINDER

WE BUILD COMPLETE PLANTS—Built 15 Plants Since 1905

Write For Bulletin No. 6

THE WILLIAMS PAT. CRUSHER & PULVERIZER CO.

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2705 N. Broadway
St. Louis



"The 1905 Cyclone is from 39% to 27% more efficient than the old Cyclone, considering both power consumed and quantity of air discharged."

The Mechanical Engineering Dept.

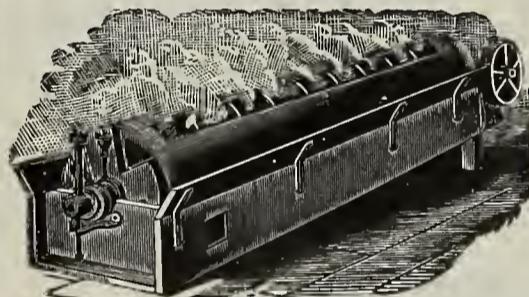
UNIVERSITY OF MICHIGAN

"THE NEW CYCLONE 1905"

Manufactured exclusively by

THE KNICKERBOCKER CO.
JACKSON, MICHIGAN

SEE THAT YOUR
CONTRACTS CALL FOR



THE

CUTLER STEAM DRYER

SOLD BY ALL MILL FURNISHERS

Not an Experiment. In successful use 25 years drying
CORN MEAL AND HOMINY,
BREWERS' GRITS AND MEAL,

BUCKWHEAT, RICE AND
ALL CEREAL PRODUCTS.

ALSO SAND, COAL DUST, GRAPHITE, CLAY AND ORES

Automatic in operation, requiring no attention. Double
the capacity of any other Dryer sold for same price.

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CATALOG ON REQUEST.



GOES LIKE SIXTY
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SELLS FOR SIXTY
\$60
GILSON
GASOLINE
ENGINE
For Pumping, Cream
Separators, Churns, Wash
Machines, etc. FREE TRIAL
Ask for catalog—all sizes
GILSON MFG. CO. 408 Park St. Fort Washington, Wis.



TRIUMPH
POWER
CORN SHELLER
CO. BARTLETT
& CO.
CLEVELAND O.



BE SURE

To equip your Grain Elevator
Building with our light self-
lifting passenger lifts.
Strong and substantially
made.

INEXPENSIVE, QUICK

No more work climbing
stairs. Cost no more than
stairways and take up one-
quarter the room.
Correspondence invited.

SIDNEY ELEVATOR MFG. CO.
Sole Manufacturers SIDNEY, OHIO

Soft Corn and Car Shortage

Will make your life a burden this winter.

Get a HESS DRIER and save your grain. You'll make money, too, with it, besides the losses you can prevent.

Most of the big grain dealers have large HESS DRIERS. The smaller houses may be amply protected with our carload-a-day machine. Price \$600.00 and \$900.00 f. o. b. Chicago.

Ask us about them. Free booklet.

HESS WARMING AND VENTILATING CO.

910 Tacoma Building, Chicago, Ill.



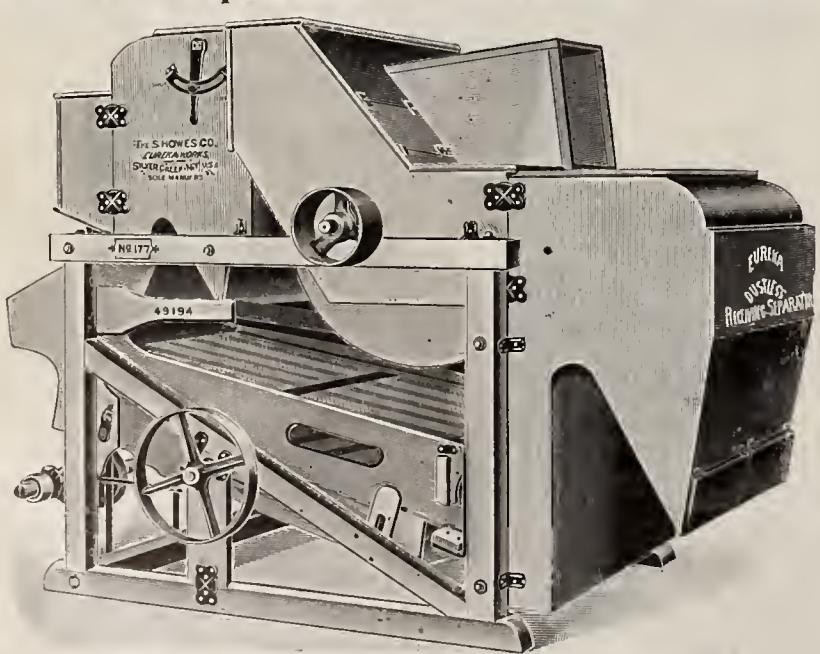
"EUREKA" CLEANERS

represent the highest grade of machinery built for cleaning grain, embodying all the best methods and the latest improvements.



Self-Oiling Bearings used exclusively
Substantial Construction
Efficient Air Separations

Great Sieve Separations
Satisfaction Guaranteed



THE S. HOWES COMPANY

"Eureka" Works,

SILVER CREEK, N. Y.

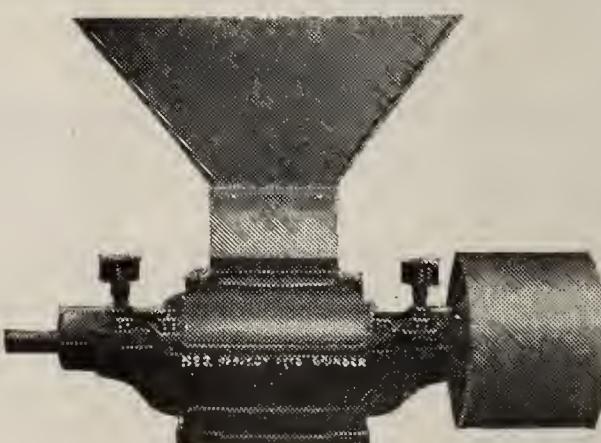
Represented by

W. E. SHERER, 412 S. Third St., Minneapolis, Minn.
J. D. MATTESON, 412 S. Third St., Minneapolis, Minn.
J. N. HEATER, Hotel Savoy, Kansas City, Mo.
NOTH-SHARP-SAILOR CO.,
1329-1330 Monadnock Block, Chicago, Ill.



The Perfect Feed Grinder

This Mill has Double the Grinding Capacity, while the Price is about One-Half that of any Mill Made.



GUARANTEED AS FOLLOWS:

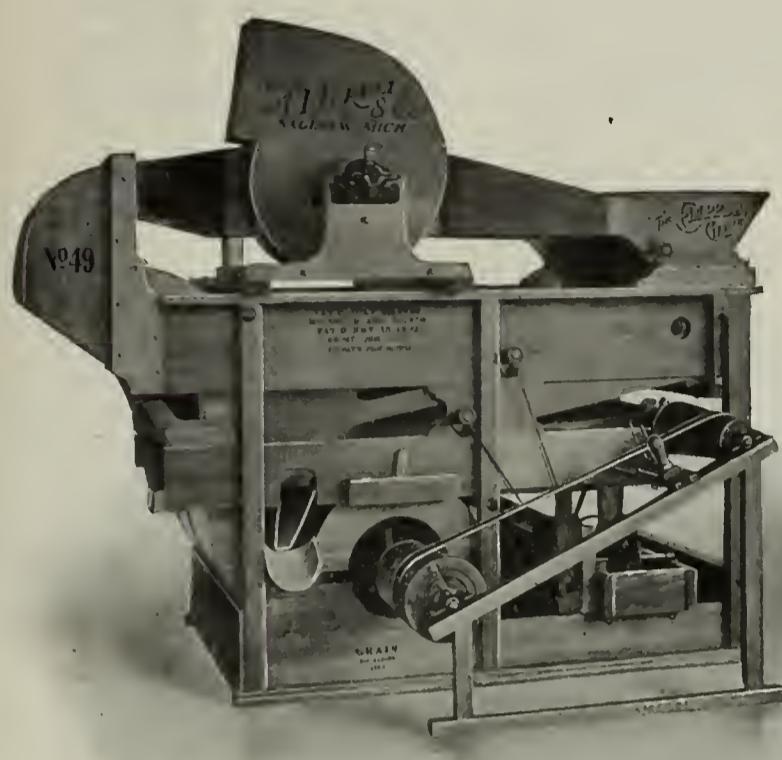
No. 1.—15 to 25 Bushels per hour with 1½ to 3 H. P.
No. 2.—25 to 50 Bushels per hour with 4 to 6 H. P.
No. 3.—60 to 75 Bushels per hour with 6 to 10 H. P.

SPEED:
About 1,500 Revolutions per Minute.

You Should Handle It. Write us.

Macgowan & Finigan Foundry & Machine Co.
ST. LOUIS, MISSOURI

The "Clipper" Cleaners with Traveling Brushes



Our traveling Brush device is the simplest, strongest and best made. Strong fibre brushes are made to travel back and forth across the under side of the screens, thoroughly brushing them and freeing the perforations from any grain or seed with which they may become clogged, making it impossible for the meshes to fill up.

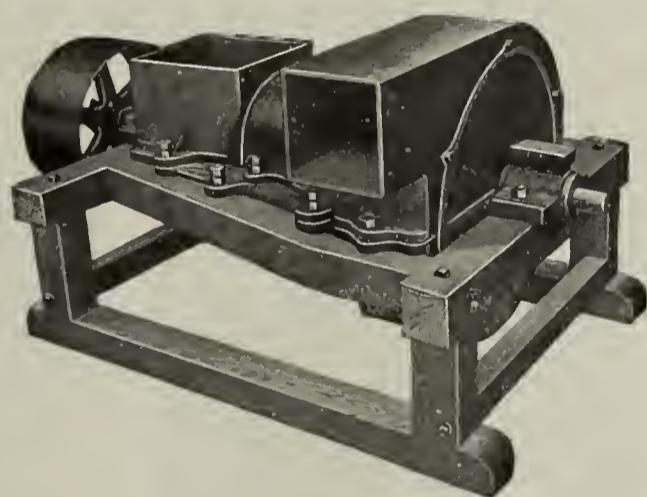
Any man who has used a Cleaner or Separator knows that the meshes or perforations in the lower screen soon become clogged so that it is necessary to "scrape" or "pound" the screen in order to clear the perforations. Our Traveling Brushes keep the screens clear all the time, and make the capacity and work of the machine uniform.

With a machine not equipped with the Traveling Brushes it is often necessary to keep one man in constant attendance when cleaning a dirty run of stock, to keep the screens clear and insure satisfactory work.

The advantages of using one of our machines equipped with Traveling Brushes is apparent: The quality of the work is improved; the capacity of the machine is increased; the cost of operation is reduced, and one has the satisfaction of knowing that he has the best that money can buy.

Catalogue with prices and full description upon application.

A. T. FERRELL & CO., Saginaw, Michigan



The New Ohio Corn Sheller

PATENT PENDING

Four ways of discharging your grain:
Right and left hand, over and under.

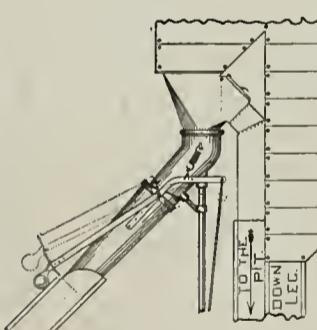
Screw-knocker feed.

Made in sizes capacity 300 to 1,000 bus. per hour. The best made Sheller on the market.

Drags, Cleaners, Passenger Elevators, Dumps, Heads, Cast Iron Boots; everything for an elevator. Write

The Philip Smith Manufacturing Co.
SIDNEY, OHIO

THE PEERLESS Automatic Distributing Spout WITH THE Peerless Automatic Head Hopper



Distributes all the grain all the time. Mixing grain when distributing it is impossible. Scattering grain when distributing it is impossible. Sending grain down the back leg is impossible. It fits in place of any other spout. It operates the same as other spouts. It uses the same indicator as other spouts. Any other spout works with the Head Hopper.

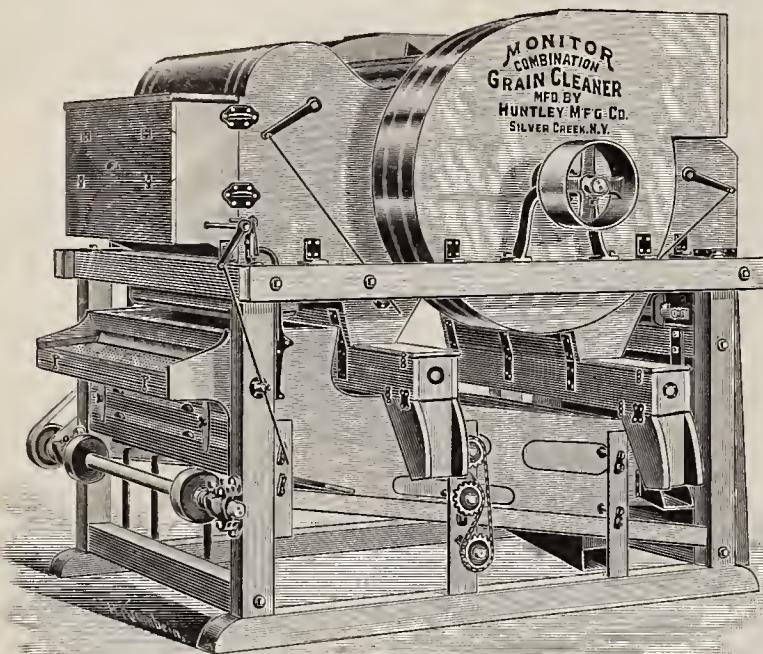
IT WILL SERVE 14 BINS

The Distributing Spouts are sold together with the Head Hopper or separate.

Write for Circulars and Prices

Peerless Grain Spout Co.
505 Commonwealth Ave.
Detroit, Michigan

This machine will clean barley, wheat or flax better than an ordinary warehouse separator.

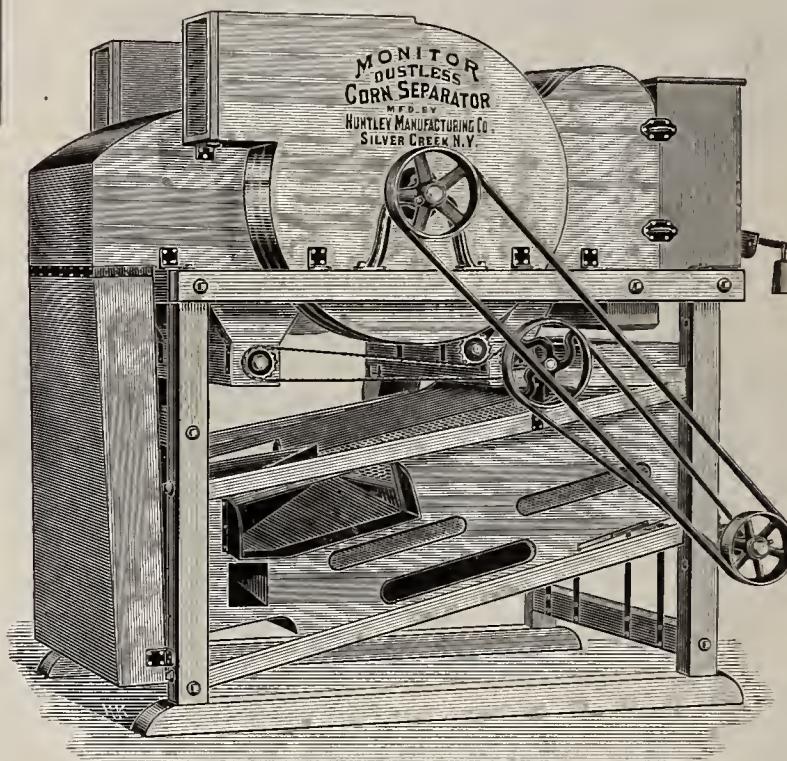


If you desire a separator for cleaning wheat, flax or barley—doing good work, with a reasonable capacity—look into the merits of this machine.

Special folder sent for the asking

The Monitor Corn Cleaner (shown below) will take shelled corn, etc., from shellers and clean it satisfactorily for shipment.

SEND FOR CIRCULAR



Here's what one user says of the Special Corn and Grain Separator, another Monitor leader:

Winchester, Ind., U. S. A., January 23, 1907.
HUNTLEY MFG. CO., Silver Creek, N. Y.

Gentlemen:—Beg to inform you that we have started the Special Corn and Grain Separator, which you built for our Chesterfield house, and assure you that it is everything that you claim for it. We are now operating five of your separators, and every one of them is giving the very best satisfaction, but we think the last one has some advantages over the others. We have had very little trouble with corn grading this fall, and believe it is due to the fact that where our houses are not equipped with your separator we have been running our corn to Winchester and cleaning it over your machine here. We certainly recommend these separators to anyone who wishes a combined cleaning machine.

Very truly yours,
GOODRICH BROS. HAY & GRAIN CO.

Send for circular of this machine

The entire Monitor line, embracing Oat Clippers, Smutters and Scourers, Seed Cleaners, Flax Separators, is detailed in our catalogue, which we shall be glad to send you

HUNTLEY MFG. CO., Silver Creek, N.Y.

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302 Traders Building, Chicago, Ill., F. M. Smith, Agent
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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED). VOL. XXVI.

CHICAGO, ILLINOIS, NOVEMBER 15, 1907.

No. 5. { ONE DOLLAR PER ANNUM,
SINGLE COPY, TEN CENTS.

TENNANT-HOYT CO.'S NEW ELEVATOR AND FLOUR MILL.

There is seldom erected a more handsome or substantial building than the grain elevator and flour mill recently completed by Tennant-Hoyt Co. at Lake City, Minn. The buildings were designed and erected by S. H. Tromanhauser of Minneapolis. The elevator is of brick construction, a style of fireproof elevator that Mr. Tromanhauser has made very popular for grain storage in the Northwest.

The house is 36x33 feet in size, with 60-foot bin-depth and cupola 20 feet in height. It is constructed of Red Wing sand-lime brick, giving it a

white appearance, while the walls are built on arch form, with steel rods laid in the brickwork. The bricks are laid in Portland cement mortar.

The capacity of the elevator is 40,000 bushels, there being 10 bins, with storage for about 4,000 bushels each. Grain is received on one side of the house from cars and on the other from farmers' wagons. It is dropped into the basement and elevated by a short leg over a Barnard & Leas Cleaner and cleaned before being elevated into the bins.

The machinery of the elevator consists of the one short elevator leg, already mentioned, and one long leg, with space arranged for installing additional legs when wanted. There is also a car

puller in the basement and a power shovel on the working floor. There is one Fairbanks Track Scale for cars, and one 16-foot dump scale for weighing from farmers' wagons.

The mill building is of wood, 36x90 feet in size, and four stories high, with cupola. It has a capacity of 800 barrels of flour daily and is equipped on the Plansifter System, the machinery being supplied by Willford Mfg. Co. of Minneapolis.

Two carloads of new-corn, the first of the year, arrived at Chicago on October 21. One came from the Alton district, graded No. 4 and sold at 55 cents. The other came from southern Illinois, was classified no grade and sold at 47 cents.



ELEVATOR AND FLOURING MILL OF THE TENNANT-HOYT CO., LAKE CITY, MINN.
Designed and Erected by S. H. Tromanhauser, Minneapolis.

[For the "American Elevator and Grain Trade."]
PRESENT CONDITIONS IN THE MIDDLE WEST.

BY OBSERVER.

The grain situation in the Middle West at the present is a very peculiar and extraordinary one. In fact, the grain trade has practically never seen the present situation equaled. To see some of the largest and oldest grain firms out of the market for grain at any price is an oddity, and the situation is also more complicated by their issuing circulars to the trade informing them of the fact that they cannot even make any advances on consignments. These firms are loaned to the limit, and banks will not accept any more grain paper at present. Cash premiums over the options have disappeared, and if the present attitude of banks is maintained and loans on cash grain cannot be renewed, the situation will become more complicated.

While one would think the present attitude of the banks in refusing to pay out any currency would shake the confidence of the grain grower in regard to higher prices; on the other hand it has made him more determined than ever to hold on to his grain and put it in the bin and keep it there. There was a liberal movement of wheat at 90 cents, country point, but at 75 cents it is practically nil. The grain grower realizes that one bumper crop after another cannot keep up indefinitely, and a reaction is due, and it partially came this year on all grains. We are drifting back to normal yields, with a tendency to below normal. The farmer is taking an optimistic view of the present situation and is basing his belief in higher prices not on the American shortage of breadstuffs but on the world's shortage, and the grain grower's guess is as good as anybody's.

Banks will be careful not to resume unlimited payments of currency until they have enough specie to withstand an unexpected run. The faith of the foreigner who cannot be made to understand the present situation intelligently has been shaken, and it is this element that feels uneasy as regards the ultimate outcome of the present financial difficulties. An example of the manner in which foreigners do their banking in this section may be noted in the following:

In a certain Russian settlement, whose members make their living by working in the Colorado beet fields and reside in neighboring Nebraska towns, they turn all their surplus funds into United States postoffice orders. These they cash as they need them. These people evidently have faith in our government but not in our banks.

Owing to our great agricultural prosperity, the people of the Middle West were beginning to believe they were entirely immune from the Wall Street mob, but recent developments show that we still help "pay the fiddler" while the bulls and bears of Wall Street dance, and we will continue to pay as long as the "pirates" and "frenzied financiers" have any control of the New York banks or the Stock Exchange.

From a climatic standpoint the present crop year has been a rather unusual one; still the average has not been far from normal. The weather, however, has not been of the made-to-order kind, as it was during the bumper crop years of 1905-06.

Nebraska, November 1.

MOISTURE TESTS AT TOLEDO.

The Toledo Produce Exchange has equipped its inspection department with the apparatus recommended by the United States Agricultural Department for determining the percentage of moisture in corn, and Chief Inspector Culver is now using it daily in his work.

"The grading of all corn at some future time is going to be done by the moisture test. Of course the quantity of dirt, broken cobs, etc., will count, too," says Zahm's Red Letter. "The moisture test is really the only way to grade corn. It was hoped

all markets would be grading that way this season, but because two or three would not agree with the others at the session of the Uniform Grade Congress the old grading, with the word 'reasonable' very much in evidence, will be followed."

EUGENE D. FUNK.

The president of the National Corn Association, Eugene D. Funk of Shirley, Ill., is one of a family of corn growers and corn breeders famous wherever that cereal is the subject of scientific thought and practical cultivation. His own farm of 900 acres, near Shirley, McLean County, in the very heart of the corn belt, is considered one of the finest in the West; so that, in electing him to be its president, the National Corn Association has selected a man who is recognized as a type of the modern scientific farmer as distinguished from the agricultural-school farmer, but only because he is farming, as all practical farmers must, on the lines which the school men have formulated in the textbooks and in their class-rooms.

Much as has been said in the press, in the bulle-



EUGENE D. FUNK,
President National Corn Association.

tins of the experiment stations, in those of the agricultural departments of the states and nation, in farmers' institutes, it is still a fact that the art and science of farming in general, and of corn growing in particular, are achieved but slowly by the average farmer. All men are pretty much alike; we are not students, and the farmer, like the town business man, would, and does, prefer a good story for his evening reading to a book on "shop." It is the effort of the few that lifts all art, all science, to a higher level year by year. Men, farmers like the rest of us, are hard to interest with the abstract, but the concrete takes hold with a lasting grip.

So the National Corn Association was organized to interest the average farmer in (1) scientific corn growing as seen in its concrete results; then he may be led up to the real thing, (2) the study of the ways and means to similar results. There can be no limit, then, to the good such an association may and will do for the farmer with its annual national corn shows (for, of course, these must continue) and the state corn shows that a lively interest created by the large membership the National Corn Association should have will inevitably suggest.

Here is where the interest of the grain dealers must find activity, for grain dealers and farmers must work in harmony, because better corn and more of it means, as Mr. Funk has often said, no doubt, a greater number of larger markets and a firmer grip upon the foreign trade, especially that of western Europe. To bring the matter directly home to each, the individual grain dealer, as well

as farmer, can readily estimate what it would mean to him if the annual yield of corn were increased five bushels to the acre, which is quite possible within a very few years. In the aggregate it would mean over 400 million bushels. Should this not be worth the co-operation of grain dealers and railroad men and legislators along lines to realize this possibility by awakening rural interest in this ideal? The medium through which this work should be done will be the National Corn Association or its managerial force, in the direction of which President Funk is assisted by P. G. Holden of Ames, Iowa, and E. G. Montgomery of Lincoln, Neb., as vice-presidents, and J. Wilkes Jones of Ames as secretary-treasurer.

It were not necessary perhaps to say more, but if an example of similar co-operation were needed it might be cited by a reference to the success of the International Live Stock Exposition, whose benefits by similar methods to the live-stock interests of the nation, backed as it is by the packers, live-stock commission men and the various live-stock associations of the country, have been remarkable. The National Corn Association should be similarly supported, so that in the near future, in addition to the many "good farming specials" sent over the railways to the farmhouse doors every winter by the railway and college lecturers, we shall see each fall and winter a series of corn shows throughout the corn belt that shall bring to the laggard and unbelieving farmer the results of educational work and prepare the next generation for the work before them, if the sons of men are to live and pursue the arts of Americans on full stomachs.

MUNICIPAL GRAIN ELEVATOR.

A grain elevator—or silo, as such structures are generally termed in Europe—has been erected by the municipality of Frankfort-on-the-Main and is described in the interesting "Guide to some of the Public Works" of that city, recently published by Herr Koelle, city engineer.

A municipal warehouse for grain and other goods had been in use for some years, but had become inadequate when the new elevator was built "on the silo system" in 1900-01. The main building (there are offices in a small nearby structure) is 81x313 feet in plan, 97 feet high, and is divided by fireproof walls into four parts, three of which are for the storage of grain, and the fourth is occupied by machinery. The grain is stored in 204 "cells" or bins, some of which are 51 and some 43 feet in height. The storage capacity is 19,380 long tons. There is a feeding floor above and a bagging floor below.

The foundation of the building consists of concrete 4 feet 1 inch thick, reinforced with flat iron bars on edge. The piers supporting the bins are 3 feet 10 inches square, are built of hard bricks and finished with granite blocks. These piers extend from the foundation to and through the bagging room, the roof of which is formed by the hopper-shaped bottoms of the cells. The bottoms are of reinforced concrete. The partitions between the bins are of wood, built up of planks. The planks—and therefore the thickness of the partitions—diminish from about 9 inches at the base to 4 inches at the top. These 2-inch planks are laid flat, bonded and secured by nails about 5 inches long. The wood surfaces forming the interior of the bins were treated with sulphate of alumina. Hoods, ducts and exhausters are used to remove dust from all places where it would occur.

All the machinery is driven by single-phase, alternating-current motors. With all the plant in operation at one time, about 200 horsepower would be used. The plant can handle from some 80 to 100 long tons per hour. The total cost of the elevator was about \$392,000.

The first car of new No. 3 yellow corn sold in the Kansas City market on October 19, at 61 cents.

[For the "American Elevator and Grain Trade."]
BLUNDERING BANKERS.

BY F. S. RUTHERFORD.

My lords, your livers are quite out of fix,
Deranged unto perdition as you sadly mix
Your draught of poison for a mighty nation's wealth,
That's undermined and killed withal its hardy health.

The present demoralized situation in financial and business affairs was clearly initiated and developed by the Western bankers, whose blundersome policies can most charitably be explained on the ground of disordered livers. With an enormous European demand for American cotton, wheat and provisions, and with these commodities waiting for shipment to the seaboard for export, the Western bankers have decreed that the American farmer and dealer shall not exchange them for foreign money. With the Southeast and Southwest sections of our own country anxious customers for the grain, flour, hay and meats of the West and North, the Western bankers have placed a handicap on all operations.

Most effectually have these gentlemen entrusted with the management of the financial interests of the country throttled the wheels of commerce. By preventing the conversion of the surplus products of the land into money, they have minimized currency circulation and have lost the opportunity of largely augmenting bank deposits. They have caused an enormous depreciation in values of grain, cotton and securities, and have brought incalculable loss upon the general business interests of the country. Immense quantities of grain are lying on the railroad tracks at destinations unclaimed because consignees are unable to procure money from the banks to pay drafts. Banks at shipping points will not advance money on bills of lading, which is prohibitory of business operations by the interior shipper, as well as by those who are wont to handle the shipping business from primary markets. Mines and factories have been closed down, and transactions in all branches of commerce have been curtailed to a point bordering on complete stoppage. Banks have refused to pay out money in sufficient quantities to meet the weekly and monthly payrolls, and the laborer and clerk is compelled to hawk about the street the check of his employer, or a check issued by some bank, which checks the banks themselves will not cash.

The present deplorable financial and business situation has been brought upon the country by the Western bankers without the least justification on their part. The claims of the bankers that they took precautionary measures to fortify themselves against probable "runs" on the banks are ridiculous; for there was no thought of unusual withdrawal of deposits until the banks by their curtailment of the customary accommodations to customers inspired the general public with fear and doubt as to the solvency of the banks. True enough, two banks in New York City had been undergoing a strain, but it was after the strongest financial interests in the world had sent out the assurance to the country that the depositors of these two New York banks would be protected that the Western bankers took fright, and needlessly launched one of the worst panics the country has ever experienced. The bankers assert there has been no panic, that the banks are stronger than ever. No doubt they are stronger than before, with taking money in and practically paying none out. Obviously the western bankers are in need of a good liver medicine, and when they have taken the treatment if they will loosen up they will find the country loosening up and pouring money into their vaults.

St. Louis, November 7, 1907.

Samples of the first threshing of durum or macaroni variety of wheat received at the mills and elevators of this city this year show that the grain is getting smaller in size and the yield less in amount. The growing of macaroni began in this country only about four years ago. At the time

the first seed used was a large, heavy, coarse berry, the color being darker than blue stem or fife. As the price of wheat was low, the yield being larger tempted the farmers to introduce and cultivate the new crop. The four or five years in which it has been raised seem to indicate rapid changes in the yield and quality of the crop. The berry is growing smaller and now resembles in size some of the blue stem or fife raised in the early days. It is neither the durum of the first sowing nor the blue stem of the present day, but in a short time it will no doubt approximate closely to the latter variety of wheat. The same change has been noted in other varieties of wheat introduced and grown in this climate and taken from a more southern latitude.—Fargo Forum.

JAMES L. KING.

James L. King, who was elected second vice-president of the Grain Dealers' National Association at the Cincinnati convention, is president of the Philadelphia Commercial Exchange and one of its most influential and active working members. He became interested in the grain shipping



JAMES L. KING.

business at Philadelphia more than twenty years ago, first as a salesman and since 1893 on his own account. He became a member of the Commercial Exchange in 1893 and was elected a director in 1898, and again in 1904. In 1905 he was made president, being re-elected in 1906 and in 1907. His office is in West Chester, a near suburb of Philadelphia, but he is on Change at the Commercial Exchange daily.

PACIFIC COAST STANDARDS.

The grain standard committee of the Portland, Ore., Chamber of Commerce, composed of Peter Kerr, T. B. Wilcox, C. E. Currey, E. R. Kennedy and W. J. Byrnes, fixed the cereal standards of the 1907 crops of the Pacific Northwest on October 17. The result shows that the test weights are about the same as last year, but the quality, both of the wheat and barley crops, is much superior to that of the 1906 crops.

Secretary Giltner of the Chamber of Commerce has ordered 1,700 sacks for the use of the committee, and several tons of wheat, oats and barley were bagged for shipment in three-pound packages to all the prominent grain buyers in Liverpool, London, Cork and to seaports on the Continent, where American grain is handled.

The wheat is labeled "No. 1 Bluestem," "No. 1 Walla Walla," "Red Walla Walla," "Red Fife" and "Red Russian." The barley is graded into "Feed" and "Brewing," and the oats according to quality.

[For the "American Elevator and Grain Trade."]
RELIEF FROM A CORNER IN GRAIN.

BY J. L. ROSENBERGER,
Member of the Bar of Chicago and Cook County.

In a case where a court of equity was importuned for relief, the Supreme Court of Missouri, Div. No. 1, says that the plaintiff and the defendants, at the time of the transactions involved, were members of the St. Louis Merchants' Exchange, and the transactions were conducted on the floor of the Exchange and subject to its rules. The controversy grew out of sales by the plaintiff to the defendants, during the fall of 1903, of No. 2 red winter wheat to be delivered on any day, at the option of the plaintiff, during the month of December, 1903. The plaintiff, under the rules of the Exchange, to secure the performance of its contracts, deposited in a bank certain sums of money to cover what was called his "margins." All during the month of December the market price of No. 2 red winter wheat was higher than the price at which the plaintiff had sold it to defendants, and the plaintiff failed to deliver it according to contract. Therefore, according to the strict terms of the contract, the defendants were entitled to receive from the bank the moneys deposited as margins. But by the terms of the certificate of deposit, the money was payable to the defendants only, on the endorsement of both parties to the contract, the seller and the buyer, or under order of the board of directors of the Exchange. The plaintiff refused to endorse the certificate of deposit, and, apprehending that the board of directors of the Exchange would make the order, he filed his suits in equity, alleging that the defendants had entered into an unlawful combination or conspiracy, whereby they had cornered the No. 2 red wheat market and forced it up to an unreasonable and fictitious price, in violation of the statute law of the United States and of the state of Missouri, and praying that the plaintiff's contracts be cancelled, that the board of directors be enjoined from ordering the moneys deposited for margins to be paid to the defendants, and enjoining the bank from paying the same.

In affirming a judgment for the defendants, the court says (C. H. Albers Commission Company vs. Spencer, 103 Southwestern Reporter, 523) that the trial judge made a very careful review and summary of all the evidence in the case, in which he said that there could be no doubt that there was a corner in No. 2 red winter wheat, but he did not lay the blame therefor to the buyer any more than to the seller. It was influenced as well by those who thought the price was too high and would decline (of whom was the plaintiff) and, therefore, speculated by selling short, as by those who thought it would advance (of whom were the defendants) and speculated by buying long. Both parties were buying or selling, as in their respective judgments the market would go up or go down. There was nothing more praiseworthy or blameworthy in the conduct of one than of the other. There is no more merit in depressing the market to the disadvantage of the farmer, who has wheat to sell, than there is in advancing it to the disadvantage of the miller, who comes to buy. The court thinks that the trial judge was right in that, though finding that a corner existed, he did not attribute its existence to the buyers more than to the sellers.

The first tendency of selling short is, of course, the court says, to depress the market, but after sales for future delivery in great quantities have been made and crop conditions and market conditions indicate that there will be a considerable rise in the market price, those large outstanding contracts of sales for future delivery signify to those who have the commodity for sale that there must come a demand in the market to meet those contracts, and they stiffen in their demands. Then the efforts on the part of those who have sold short to buy against the day of the maturity of

their contracts excite the market, and when that condition comes, if those who have previously been purchasers have purchased to such an extent that there is not enough of the commodity outside of their purchases to supply the demand of those who are forced to make purchases to fill their former contracts, the result is a corner, and the early purchasers are, to some extent, at least, masters of the situation.

That was what occurred in this case. Selling short in great quantities for December deliveries created a demand for December wheat with which to fulfill those contracts, and, if the supply was not sufficient, an inflamed market was the natural result. But, when buyer and seller are dealing with each other on terms of equality, the one is no more responsible for the result than the other.

The judgment of the trial court, however, did not turn on the question of corner or no corner. The question was: Was the price unreasonable or fictitious? The trial court found that it was not. The Supreme Court has gone over the testimony, and is satisfied that the finding of the chancellor on that question was correct.

Again, the court says that besides the manipulations of the parties, there was another power to influence, or control, the prices at which settlements could be required under contracts like these; or, more strictly speaking, at which the marginal deposits could be regulated. That power was in the board of directors of the Merchants' Exchange. The contracts in question were made with specific reference to the rules of the Exchange, and the rules were to be read into the contracts. It was sufficient that the plaintiff had a right under its contracts to invoke that authority, and it had no right to complain in a court of equity of unfair treatment when it had neglected to take the measures provided for its protection.

As to the contention that the conduct on the part of the defendants, in creating a corner in the market for No. 2 red winter wheat, was an illegal act, denounced by the act of Congress of July 2, 1890, the court says that since the contracts in question were made in Missouri, to be performed in Missouri, the federal statute had nothing to do with them, and this was so, although the evidence showed that the defendants made some other purchases through Chicago agencies for No. 2 red winter wheat to be delivered in St. Louis during December, 1903. These also were contracts made in Missouri to be performed there.

The unlawful conduct referred to in the Missouri statute which denounces certain combinations to fix prices, etc., as unlawful, and prescribes penalties for violation, the court says, is a matter between the state and the offending party. The evidence did not show that these defendants had done any of the acts forbidden in the statutes referred to. It showed that during the summer and fall of 1903 they bought from various parties wheat, to be delivered to them in December. There is no law forbidding such purchases. It also showed that their purchases aggregated an amount so large as to result in enabling them to bull the market, but the law does not limit the quantity of a commodity one may contract to buy, so long as he is guilty of no fraud or unlawful combination.

The burden of the plaintiff's complaint was that the defendants combined to create a corner in December wheat, and thereby forced the price to an unreasonable and fictitious figure. The evidence did not sustain the charge. But, if the evidence had shown that the price was unreasonable or fictitious, it would have shown at the same time that the plaintiff during the month of December sold very large quantities of No. 2 red winter wheat at the alleged unreasonable and fictitious prices then prevailing, and reaped large gains from such sales. The evidence showed that the plaintiff was as active on the market, on one side, as the defendants were on the other. It was only a battle between the bears and the bulls, in which the latter seemed to have been the victors. There is

nothing in that kind of contest that especially appeals to the jurisdiction of a court of equity. In such case, if contracts have been violated, or wrong has been done, the party complaining must show something more than a mere violation of his legal rights to entitle him to relief in equity.

THE CORN EXPOSITION.

The Chicago Corn Exposition has given new impetus to the movement looking to the production of more and better corn. "In the Middle West," as John L. Mathews wrote the Boston Transcript a month ago, "corn is the compelling force. Lives are made by it, shaped by it, rewarded by it. On the corn harvest turn the hopes of millions of people, and while there has never been a failure since Illinois and Iowa were settled, yet the size of the crop and the price per bushel are the determining factor in shaping the progress of both public and private improvement," and so on. The "Corn Show" is, therefore, a natural fall festival of the West and many Western towns have instituted them in a tentative sort of way, paying more attention, however, to the "hurrah" features than to the rational exploitation of corn. The Chicago Corn Exposition, therefore, "set a pace" for all future shows of this character, both in scope and in character.

The exposition was distinctly a national affair.

The corn exhibited was the "Johnson County White Dent," a cross between the Boone County White and Forsythe Favorite, and a corn that Mr. Clore has been working on for more than fifteen years. While Mr. Clore has been improving this corn he has been exhibiting at corn shows, state fairs, world expositions, etc., with much success. He holds the grand prize from the St. Louis Exposition and is credited with winning first for four years out of the five shown at the Illinois State Fair. He credits his success to a complete system of underdrainage, plenty of clover and barnyard manure, carefully prepared seed bed, care in selection of his seed corn, and thorough cultivation.

George W. Dunseth, Waverly, Ill., won more prizes than any other one exhibitor, having captured cash prizes worth \$1,400 and several special prizes. The judges give him credit for having one of the most varied exhibits at the show. He won \$250 for the best exhibit, and among other things took first in the competition for the best ten ears of Silver Mine.

Another leading prize winner was the firm of Young Bros. of Athens, Ill., who had ten ears of yellow corn entered. This corn won the sweepstakes prize for the best yellow corn in the show, a Church piano, and the prize for the best corn in the Illinois exhibit. The firm's prizes aggregated a value of \$766.20.

The winners of the Texas farms were as follows:



THE MOST PERFECT EAR OF CORN AT CHICAGO. GROWN BY L. B. CLORE OF INDIANA.

The thousands of ears of corn shown on its tables came from every part of the country where corn is grown, and its prizes were distributed over a dozen or more states. It is quite impracticable, and useless also, to give here the names of the winners of the long list of prizes—these will advertise themselves, as they have a right to and should, to their neighbors, and so will become centers of interest and local depots for seed corn and in this way the influence of the Exposition will be widely extended.

The greatest prize winner of the Exposition, however, was L. B. Clore of Franklin, Ind., whose ten ears of Johnson County White Dent was characterized by good judges as the most valuable in the United States, or perhaps in the world. These ten ears won for Mr. Clore prizes aggregating in value \$7,513. Among the prizes was a \$500 Kimball piano and a farm in the Texas panhandle valued at \$6,400, which was the prize sweepstakes among the state exhibits. Of these ten ears one was set apart as the most perfect ear of corn in the Exposition. It was 11½ inches long and weighed 23 ounces. Every kernel was perfectly developed even to the very tip and butt, as will be seen by examining closely the accompanying picture of that particular ear made from a photograph. The corn remains in Clore's possession, but it cost him \$250 to take it home with him. Mr. Clore won first on 10 ears white corn from Indiana; sweepstakes from all other states on 10 ears white corn, and grand sweepstakes on 10 ears white, yellow or colored; also first on best 30 ears of white corn open to the world, while Mrs. Clore won first in the ladies' class, and their son, Roy, second in the boys' class, represented in money at \$7,536.50.

L. B. Clore, Franklin, Ind.; for the best ten ears of white corn in the Indiana, Illinois and Ohio group.

Ray Bennett, Ames, Iowa; for the best ten ears of yellow corn in the Iowa and Nebraska group.

J. E. Matheny, Miami, Mo.; best ten ears yellow corn in the Wisconsin, South Dakota and Minnesota group.

A team of five students from the State Agricultural College of Ames, Iowa, won the \$200 prize in the judging contest. The students were coached by Prof. M. L. Bowman of the department of farm crops at the College, and was the same team that won a \$1,650 trophy for judging at an exposition in Iowa several months ago. The team was composed of M. McDonald, I. Hadley, H. Phillips, R. Phillips, M. F. Paterson, and stood fifteen points higher than the Kansas State College, its nearest competitor.

The prize corn, when placed on one table, aggregated an estimated value of \$30,000.

At the auction sale the premier ear above mentioned, brought \$250, sold to its grower, L. B. Clore; Geo. W. Dunseth paid \$550 for five ears grown by himself, selected from a lot of thirty ears of yellow.

While the Exposition recorded over 60,000 visitors and was a remarkable success as a corn show and educational exhibit, it did not quite pay expenses. There was a guarantee fund of \$65,000, but of this it was necessary, however, to use only \$20,000, and the business men who guaranteed the larger amount are consequently well satisfied. The directors are particularly proud that not one complaint was received from an exhibitor. This is a highly unusual record for an event of this kind.

Winners of prizes and unsuccessful exhibitors alike united in praising the impartiality of the judging.

[For the "American Elevator and Grain Trade."]
GRAIN TRADE AT NASHVILLE.

BY C. C. WATSON.

The grain handling facilities of Nashville were increased this month by the completion of two handsome new elevators, each of 50,000 bushels' capacity, and each practically a duplicate of the other. The J. A. & O. L. Jones Mill & Elevator Co. have completed a new mill plant and elevator on Third Avenue and Van Buren Street at a cost of about \$55,000, and has one of the most complete plants in the South. The elevator shown in the accompanying picture was erected for them by Schuyler & Schuyler of Nashville, after plans drawn by Charles Schuyler of that firm. The milling plant, a 200-barrel plant, was first erected and on November 4 began operation. The elevator was practically completed and last week went into commission. The elevator has a handling capacity of 50,000 bushels and stores comfortably 25,000 bushels.

The plant was built on a concrete foundation over a concrete pit, and is constructed of heavy timbers and galvanized iron. All carrying or transmission machinery in the plant was supplied by the Stephens-Adamson Manufacturing Co., of Aurora, Ill., and the cleaning machinery by the Invincible Grain Cleaner Company, of Silver Creek, New York. The plant is fitted with a 1,000-bushel Buffalo Hopper Scales and is operated by induction motor power supplied by a 50-horsepower motor securing power from the local street railway company. This plant was the tenth erected by Schuyler & Schuyler in Nashville and vicinity and one of the neatest of the lot.

The milling plant, also designed and constructed by Schuyler & Schuyler, is fitted throughout with The Wolf Company's System of Chambersburg, Pa., and is operated by electric power through two motors of 25 and 60 horsepower, respectively.

The J. A. & O. L. Jones Mill & Elevator Company has only recently invaded the general grain field, having heretofore been engaged exclusively in the milling business. J. A. Jones, senior member of the company, has been operating flour mills in Ashwood and Little Lot, Tenn., for a number of years and the office at the Nashville mill will be the headquarters of the several concerns. In addition to mill products the company will handle grain, hay, etc., in the general market. A private sidetrack 1,100 feet long has been constructed alongside the property and twenty cars can be handled without the use of public tracks. All the roads entering Nashville connect with the private track to the plant.

WILKES COMPANY'S PLANT.

Schuyler & Schuyler have also just completed a splendid plant for J. H. Wilkes & Co., one of Nashville's leading grain firms. The plant is located on Seventeenth Avenue and the N. C. & St. L. Railroad, and is an exact duplicate of the Jones elevator, being of the same capacity and fitted out with Invincible grain cleaning machinery, Stephens-Adamson transmission system and Buffalo Hopper Scales.

The Wilkes Company has heretofore used the plant of the Hughes Warehouse & Elevator Co., but its business outgrew the capacity of the plant, while the Hughes Company also grew to where it needed all its room. The Wilkes Company is composed of Thomas Moore and Henry McClellan.

These two elevators were badly needed by the grain trade of Nashville, as the capacity of all the old plants is far too small to accommodate the business. The grain trade has increased marvelously in the past year, and until the recent financial trouble continued to expand.

MAY BUILD BIG ELEVATOR.

Byrd Douglas & Co., who lost their plant, warehouses and something over \$60,000 worth of grain

by fire a month ago, have not fully determined on plans for the future, but in all probability they will erect a large elevator in the suburbs of the city. This company owns nearly a block of property in the congested business section of the city, where it had operated for many years prior to the fire. This property will probably be put to other uses and the company get out to cheaper realty and erect a modern plant. In the adjustment of the fire loss the company received \$28,500 on the building and \$62,500 on the stock, and will be in excellent financial condition to carry out any plans they adopt.

WEST END ELEVATOR CO.

The McLemore Grain Company has organized the West End Elevator Co., for the purpose of separating the company's grain business from its custom lines. The new company has a capital stock of \$10,000 and is headed by J. B. McLemore, head of the McLemore firm. A large warehouse will be erected and the elevator will be remodeled and capacity considerably increased.

The Nashville banks have notified grain dealers that they cannot now advance cash on grain bills

for him to perform the service which, just at this moment, would be so very essential to the welfare of the country and to the relief of financial stress.

The railroads which serve the grain traffic between Buffalo and New York, namely, the New York Central and West Shore Lines, the Erie, the Lehigh Valley, and the Delaware, Lackawanna & Western, since several days, plainly refuse to book any and all grain for shipment to New York, and by their action are bringing and have brought the grain export trade to a total standstill, instead of straining every nerve to assist in relieving the situation by putting the greatest available number of freight cars and motor power at the disposal of the export trade, and thus contributing their share toward the betterment of the situation.

Needless to try and point out what consequences, under present financial conditions, such a state of affairs, if extended for any length of time, would cause, and how harmfully it would affect every commercial and financial interest of the country.

Think only of the vast sums of money that are needlessly withdrawn from commerce by this action, or, better, by this inaction on the part of the railroads; because, just as long as the grain exporter cannot get his grain forwarded from Buffalo to the seaboard, and at the seaboard load it out on board European vessels, is the money which he has paid against the western shipments tied up. Only against the seaboard bills of lading and the



PREMISES OF J. A. & O. L. JONES MILL & ELEVATOR CO., NASHVILLE, TENN.

of lading and for a time the grain business will be slow. Until the banks rescind this action very little grain can be moved to the Southeast. The railroads are assisting the grain companies in every way possible and keeping up a limited movement.

BUFFALO BLOCKADE.

At October 29 there were afloat and in Buffalo elevator no less than 10,000,000 bushels of wheat, the total receipts for the navigation season to that date having been about 40,000,000 bushels. Of this the canal has taken care of between 5,000,000 and 6,000,000 bushels and the railroads about 20,000,000 bushels.

The situation at Buffalo called forth the following letter to the New York Times from Ely Bernays of New York City, one of the most prominent exporters of the Atlantic Coast. He says under date October 28:

All economists agree that the present crisis in financial affairs will be materially alleviated by the influx from Europe of gold against our prospective exports of commodities of which we have a surplus to sell, especially breadstuffs and cotton.

Large sales of the former at high prices have actually been made already, and are daily being transacted by the grain export interest at the seaboard exchanges.

It is the task of the grain exporter to buy this grain at the primary markets of the West, bring this grain via the Great Lakes to Buffalo, this being the principal grain delivery port of the interior, and from there distribute it to the various seaports of the Atlantic, viz., New York, Boston, Philadelphia, Baltimore, etc., for shipment to Europe. In this task of distribution from Buffalo the grain exporter meets with well-nigh insurmountable difficulties which make it next to impossible

bills of exchange is the exporter able again to realize on his sales to Europe.

It seems to me that the influential banking interests of the city should bring extreme pressure to bear upon the highest and leading officials of the aforesaid railroads in that direction; that the various traffic departments receive binding instructions to assist in every way possible the grain export trade from Buffalo to New York and other Atlantic seaports.

VAN DUSEN-HARRINGTON DEAL.

The Van Dusen-Harrington Co. of Minneapolis on October 22 purchased the elevator property of the Chicago & Northwest Granaries Co., an English corporation, which has been managed by the Van Dusens and C. M. Harrington for fifteen years. The property includes the Star Elevator in Minneapolis, with a capacity of 2,225,000 bushels; the Interstate Elevators, with 2,000,000 bushels' capacity; and 115 country elevators on the Chicago & North-Western, Minneapolis & St. Louis and Great Northern railroads in Minnesota, North and South Dakota.

The Chicago & Northwest Granaries Co. is an English corporation, which in 1889 bought the business of the old house of G. W. Van Dusen & Co. and the big property known as the Star Elevator, located in North Minneapolis. Later it also purchased the plant of the Interstate Elevators. G. W. Van Dusen, F. C. Van Dusen and Charles H. Harrington were then appointed by the English syndicate to manage the property for fifteen years. G. W. Van Dusen retired from active business three years ago and the term was completed by the other two. The company will now proceed to wind up its affairs.

BILL OF LADING HEARING.

Five members of the Interstate Commerce Commission, viz., Commissioners Knapp, Cockrell, Prouty, Lane and Clark, heard arguments for and against the forms of uniform bill of lading presented to the Commission by the Joint Committee, to go into effect on January 1, 1908. Practically every railroad in the United States was represented, as also were the shipping interests.

The hearing was based upon the petitions filed with the Commission by the Illinois Manufacturers' Association and other trade or commercial organizations in what is known as the Official Classification Territory, complaining of the proposed adoption by railroad companies operating in that territory of certain changes in the so-called bill of lading then generally used in the transportation of freight over their respective lines. It having several years ago appeared to the Commission that the matters in question were the proper subject for negotiation between the various conflicting interests, the Commission suggested the appointment of a joint committee by the carriers and shippers to consider a suitable form of bill of lading and report the same to the Commission. After numerous conferences the Committee framed a uniform bill of lading to be substituted for the bills of lading now in operation, which the committee urge the Commission to put into force.

E. G. Williams, of Cincinnati, representing the National Industrial Traffic League, recommended the adoption of two forms of bills of lading which, it was pointed out, would meet every requirement of the commercial interests. Mr. Scales recommended the adoption of two separate bills of lading in the interests of the shippers of perishable goods, while Mr. Marshall concurred in the recommendation of Mr. Scales. Mr. Marshall, representing the banking interests, recommended the adoption of the committee bill of lading with certain modifications designed to protect the bankers of the country. He declared that the banks loaned annually to the producers \$2,500,000,000 upon the faith and security of the bills of lading, and that unless an amendment was made in the proposed bill of lading their interests would not be protected. The Grain Dealers' National Association supported the Carmack amendment.

The Commission has as yet made no ruling, nor indicated their intentions except that it was announced at the conclusion of the hearing that the bills of lading reported by the Joint Committee would not be approved.

It appears, not to spend too much space on the matter at this date, when the trade daily expects the Commission to publish a bill that has its approval, that there are now three principal drafts for the Interstate Commerce Commission's consideration. First is the one presented by the Joint Committee of Shippers and Railroads, drawn up as a result of the 1904 case in Illinois. Next is the produce men's draft, covering perishable matter. This is a special form covering perishable property only, such as produce of all kinds, fruit and the like. Finally there is a draft presented by representatives of a number of large industrial concerns whose product constitutes a considerable amount of the freight shipped over American railroads each year. These shippers proposed cutting out most of the detail covered by the other drafts, and reducing the form to hardly more than a simple receipt for the goods, depending on the common law to enforce and to protect their rights. [See letter of Mr. Goemann on another page.]

WILL FIGHT THE DOCKAGE.

The grain dealers and the authorities of Kansas are going to test in the courts the authority of the Kansas City Board of Trade to give grain elevators the right to take 100 pounds of grain from each car of grain weighed and unloaded into their elevators. This custom of deducting 100 pounds from

each carload was adopted by the Board of Trade buyers on the ground that each carload of wheat contains a certain amount of dirt and chaff, and the cut is made to make up for this loss. Under Kansas law, however, the custom is a misdemeanor, punishable on every count with a fine of \$25. The difficulty in enforcing the Kansas law is the fact that the grain buyers all insist that they are located in Missouri and are not amenable to the Kansas laws.

The attorney-general of Missouri agrees to cooperate with the authorities of Kansas, and the intention is to bring suit in Wyandotte County against members of the Kansas City Board and make up a test case.

"JUST LIKE OLD TIMES."

A telegram of October 17 to the Minneapolis Press says: "The village of Campbell, Minn., has a grain war on hand that is attracting cereals from long distances, and to some extent affecting receipts in other places. The village is situated in good wheat territory and has five elevators. Four

[For the "American Elevator and Grain Trade."]
THE SUPERIOR ELEVATOR FIRE.

BY C. H. T.

One and three-quarter million dollars is a high price for pyrotechnical displays, but that is what it cost Superior on Friday night, Nov. 8, when the Great Northern Elevator, with its contents, was consumed along with the several other plants mentioned below.

The fire started in the Great Northern Elevator about 7 o'clock, and within a half hour afterward word had passed through Duluth, and from that time until long after midnight the citizens of Duluth watched the conflagration from the Duluth hillside. The origin of the fire is unknown, but is supposed to have caught outside of the elevator, either on or underneath the dock, and from a steamer that was lying in the slip along side. From the fact that the fire caught so low down and was fed by the bone-dry timbers around the four walls of the elevator, it can be readily imagined the building was very soon a solid sheet of flames, and



MILLING DISTRICT BEFORE THE FIRE.

Starting from Extreme Left: (1) Freeman Elevator; (2) Freeman Mill and Flour Sheds; (3) Commander Mill; (4) Minkota Mill and Flour Sheds; (5) Republic Elevator; (6) Grand Republic Mill and Flour Sheds. Of these belong to line companies, while the fifth was erected by a company of farmers. The farmers hauled their grain to their own elevator, and the result was that it has been getting as much as the four others combined.

"The line elevators determined to break in, and sent orders to their men to pay a cent a bushel more for wheat than the farmers' elevator. The farmers' elevator management immediately took the hint and instructed their men to raise the price, bidding up two or three cents and letting the loads go by if the companies cared to take them at still higher figures. On Tuesday, October 15, the price paid for No. 2 Northern there was \$1.10, while the Duluth price was only \$1.13, and the freight is between six and seven cents per bushel. Oats were selling at 50 cents, barley at 97 cents and flax at \$1.30. The elevators have paid as high as \$1.34 per bushel for flax lately.

"The prices paid for all grains have been several cents above the terminal prices, plus the freight, but, as the grain has been bought on steadily advancing markets, the farmers' elevator has not yet gone out of business; the line elevators have not lost very heavily, and the farmers are applauding the fight and pocketing the proceeds. Prices at several neighboring points have been stimulated by the war, as the mills and elevators are compelled to meet competition, or see all the grain go to Campbell."

The farmers living near Hansboro, N. D., were fined \$50, \$200 and \$250 respectively for smuggling wheat across the line.

probably for this reason the grain stored in the house presents, at this time, such a fine looking chance for salvage.

Flying embers were carried by a strong westerly wind along the bay front all the way to Connors Point, and nearly everything on the bay front was afire at one time or another. The first big fire, after Elevator A, was in the abandoned steamer Swain, which lay in Howard Bay, and was entirely unprotected. Two or three little houses on the shore near the steamer were also consumed, and for a time great fear was felt for the plant of the American Ship Building Co. in that vicinity, but the entire force of employees of the ship building company was at work with hose and pails, and succeeded in stopping the little fires that started, before they assumed large proportions. About 10:30 the flying cinders lodged on the Minkota Elevator, and in a few moments that building was a sheet of flames, spreading to the mill building, about 100 feet distant, and from there spreading to the Republic Mill and Elevator, and then, jumped across the slip to the Freeman Mill and Elevator. It is needless to say that the site of these plants is now nothing but smoking ruins.

The Grand Republic Mill had been sold to a storehouse company some time ago, and was occupied by the Webster Mfg. Co., a furniture concern, as a warehouse and was well filled with inflammable material. The Republic Elevator Co. had in store about 9,000 bushels of spring wheat, 13,000 bushels of durum wheat, 21,000 bushels of flax, 33,000 bushels of oats, 42,000 bushels of barley. The sal-

vage value of the Republic grain will not be, comparatively, as good as that of the Great Northern. The Freeman mill has not been in operation for two years or so, but men had been at work the previous week preparing to start it. The Minkota Mill has been out of commission for an even longer time, and probably never would have been used as a flour mill again, as the machinery had been taken out of it. Elevator "A" contained 385,000 bushels of wheat, of which 178,000 was durum and 110,000 Canadian wheat in transit. There was in addition about 7,000 bushels of bonded flax, 24,000 of bonded barley, and 16,000 bushels of oats, of which 13,000 was bonded. Elevator "S," the steel house of the Great Northern System, one side of which was within 200 feet of the burned "A" house, was protected by a running sheet of water until the power plant was burned, but even now the side of the elevators does not present a damaged appearance, and the contents have sustained no damage. The total loss figures up about as follows:

	Building.	Grain.
Elevator "A".....	\$ 400,000	\$525,000
Grand Republic Elevator.....	75,000	100,000
Minkota Mill and Elevator....	50,000	
Freeman Mill and Elevator....	300,000	
Grand Republic Mill.....	100,000	
Webster Mfg. Co.....	100,000	
Great Lakes Dredge & Dock Co.	25,000	
Great Northern Flour Sheds..	10,000	
Miscellaneous losses	10,000	
Total	\$1,070,000	\$625,000

The grain in the Great Northern Elevator was insured by the various owners, but grain in the Grand Republic was not fully insured. Insurance on the Minkota and Freeman mills was carried in a blanket policy by the Standard Milling Co., owners of the plant, in New York. On the whole, the insurance companies probably escaped with a smaller loss, considering the value of the property, than they could have with the loss of any property of like value around the Head of the Lakes.

As for rebuilding, it is altogether likely that not a single one of the plants will be replaced. The attitude of Superior people toward the grain business has been such, for several years past, as to discourage new industries along that line, and if



REPUBLIC ELEVATOR BEFORE COLLAPSING.

either of the two elevators is rebuilt, it will be in Duluth.

The Great Northern Elevator "S," steel house, with capacity of 3,000,000 bushels, and about 1,000,000 bushels in store, is temporarily out of commission because of the burning of the power house, which furnished electricity for both "S" and "A," but it was thought that performers to use power

from the new water power can be installed by Saturday, November 16.

KANSAS DEALERS AT ATCHISON.

On Thursday evening, October 24, a meeting of the grain dealers of northeast Kansas was held at the Byram Hotel, Atchison, Kan., pursuant to a call issued by Secy. E. J. Smiley, of the Kansas Grain Dealers' Association. The call met with a liberal response, and practically all of the dealers of northeastern Kansas were present.

Various subjects of common interest were discussed at the meeting, chiefly the matter of the 100-pound dockage at Kansas City, car shortage, crop prospects, etc. Geo. A. Wells, secretary of the Iowa Grain Dealers' Association, was present and also addressed the gathering.

After the meeting, all present repaired to the café of the Byram Hotel, where a banquet was

wan & Hudson Bay Railway there are 13 elevators with a capacity of 365,000 bushels; on the Alberta Railway & Irrigation line seven elevators with a capacity of 209,000 bushels. The Canadian Pacific has seven Ontario terminal elevators with a capacity of 11,265,000 bushels, and the Canadian Northern has two terminal elevators with a capacity of 7,000,000 bushels.

KANSAS CITY CORN SHOW.

Kansas City is talking of holding a "corn show" in 1908 in connection with the annual exhibition of the American Royal Live Stock Show, held in October. Prof H. J. Waters, dean of the agricultural department at the University of Missouri, said:

"It is only within the last few years that the importance of breeding corn has been appreciated. Formerly the same corn was used year after year,



SMOKING RUINS OF ELEVATOR A, STEEL HOUSE IN THE BACKGROUND.

tendered by the members of the Atchison Board of Trade, recently organized. After a substantial repast, the dealers were called to order by W. S. Washer, president of the Atchison Board of Trade, who welcomed the dealers and introduced ex-Governor W. J. Bailey, vice-president of the Exchange National Bank, who welcomed the dealers in behalf of the city of Atchison. Other addresses were made by E. J. Smiley, secretary of Kansas Grain Dealers' Association, Geo. A. Wells, secretary of the Iowa Grain Dealers' Association, and various other dealers. The banking and newspaper interests of the city were represented at the banquet.

Atchison has always been a very substantial grain, milling and seed market, handling millions of bushels of grain annually, and is one of the largest corn products manufacturing centers in the country. The Board of Trade, recently organized, has for its purpose the promotion of the grain, milling, seed and agriculture interests of the Atchison market, and has, thus far, been very successful in its efforts. The interest manifested by all of the Atchison dealers in the organization gives promise of its continued usefulness, and the prospects are that Atchison will continue to materially increase its grain interests and forge to the front as one of the most important primary markets of the West.

For the handling of the crop of the West this year there are, according to the department of trade and commerce, 1,221 elevators and 52 warehouses in the West, with a total capacity of 55,222,200 bushels. On the line of the C. P. R. there are 917 elevators and 32 warehouses, with a capacity of 28,538,200 bushels; on the C. N. R. 275 elevators and 20 warehouses with a capacity of 7,485,000 bushels. On the Midland and Brandon, Saskatchewan &

and the results seldom varied. Now the scientific breeding of corn has produced an improvement in the seed, the commercial value of which can scarcely be estimated. All this, of course, is of the highest importance to the breeders of live stock, and an exhibition in connection with the American Royal would be an education as well as a proper feature of the show."

GEO. McREYNOLDS' CASE.

The Illinois Supreme Court on October 24 affirmed the judgment of the Criminal Court at Chicago, which recently sentenced George McReynolds to the state prison for an indeterminate sentence of one to ten years. The appeal was taken on the point that the sale of grain from elevators did not apply in cases where the grain houses were owned by private parties. By a vote of five to two the Supreme Court ruled that the law applies without exception.

The failure of McReynolds & Co. occurred on January 18, 1906, when it was found to be involved to the extent of \$700,000, loans to a large amount having been made on warehouse receipts issued by the company for grain that had been sold, the receipts actually representing nothing. The institutions interested were the Illinois Trust & Savings Bank, the Northern Trust Co., the Corn Exchange National Bank and the National Park Bank of New York. The bankruptcy hearings disclosed evidence on which McReynolds was indicted and convicted.

An Iowa cattle feeder says economy will make this corn crop larger than the estimators figure. "Any farmer can save 100 bushels of corn a year without trouble, and farmers are doing it. Not an ear will be wasted, whereas a few years ago we bedded our cattle down with corn."

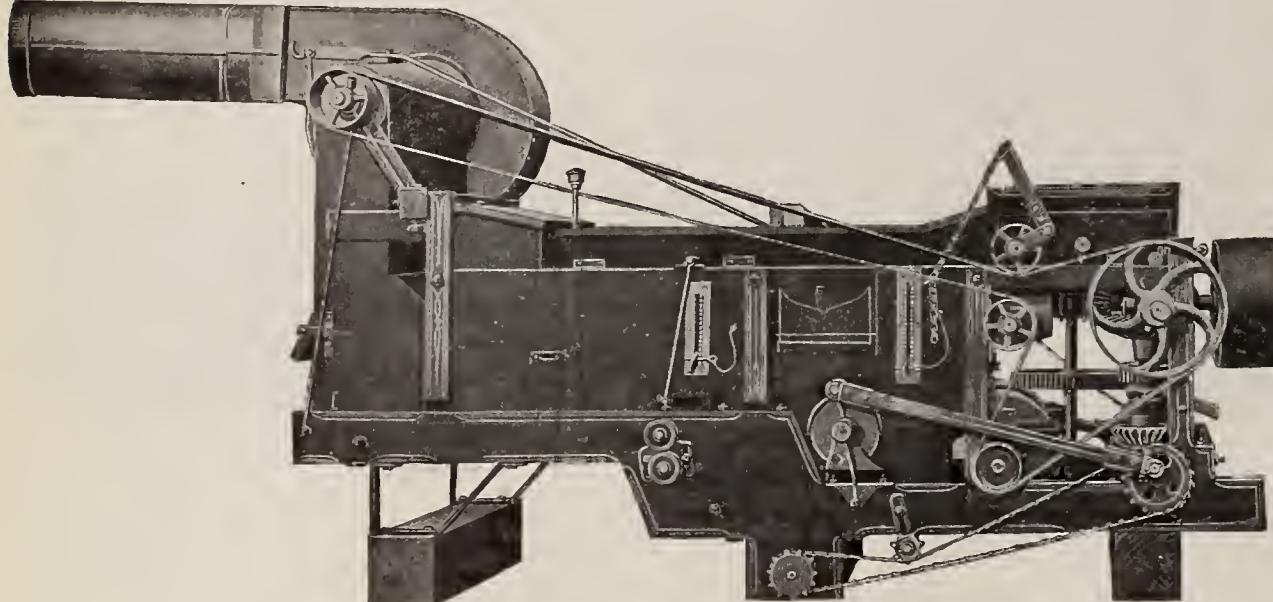
NEW MARSEILLES DUSTLESS CYLINDER WAREHOUSE CORN SHELLER.

Every grain dealer who has corn to handle will be interested in the new Marseilles Dustless Cylinder Warehouse Corn Sheller, which is shown in the illustration. The Marseilles Manufacturing Company of Marseilles, Ill., has been making shellers for many years, and this latest sheller is the culmination of their years of experience along this line.

Especial reference may be made to its simplicity of construction, by which all parts are easily accessible, making possible the oiling of all bearings while in operation; and, in case a break occurs (an unusual circumstance), it can be promptly repaired.

The shelling cylinder is made of white iron in sections, keyed solidly to the shaft. The cylinder cage is made up of sections, or "staves," which are readily removable and which are adjustable at both ends by means of adjusting levers which can be operated by hand while the sheller is in motion. The feed hopper is built along simple mechanical lines and there is no possibility of scattering either shelled or ear corn while the sheller is in motion.

The cleaning device is claimed to be the most



NEW MARSEILLES DUSTLESS CYLINDER WAREHOUSE CORN SHELLER.

perfect known to mechanical art and consists of an upper scalping shoe immediately under the shelling cylinder, which forces the cobs, shucks, etc., forward to the discharge end of the lower shoe, delivering the shelled corn back of and separated from the cobs, etc., upon the rear half of the lower shoe, where it is subjected to both the blast fan and patent suction separating device and delivered from the machine perfectly cleaned for the market. The absence of dust and suction separator. It consists of a steel suction fan in an all-steel housing, and draws the loose dirt about the machine is due to the patent steel shucks, silk and dust out of the corn and cobs and discharges same through a swivel discharge pipe to any distance by using dust pipe of sufficient length.

The Marseilles Mfg. Co. report that they have very many of these machines in operation through the Central States, West and Northwest, and they have invariably proved a satisfactory machine in all respects.

WICHITA IN GRAIN.

Wichita, Kan., is becoming a large grain market, her dealers having handled about 11,000,000 bushels of the crop of 1907. In spite of the reduced yields of both Oklahoma and Kansas, the dealers operating in Wichita hope to handle about 20,000,000 of the crop of 1907. David Hecnan, president of the Board of Trade, says: "Last year discriminations were given in favor of other markets, which confined our territory to a narrow limit. The

railroads have not given Wichita any inside rates, but they have equalized rates that give us a fighting chance for all the wheat in Kansas except the northeast corner of the state. We also have a chance at the wheat in Oklahoma, but wheat we buy there for export or Southern markets of course does not come to Wichita, although it is sold here. Buyers for export come to Wichita to get the hard wheat. This city is recognized as the central market for hard wheat."

Millers are heavy buyers at Wichita, when cars are furnished to handle the grain and flour, not at present the case.

[From the St. Paul "Pioneer-Press."]

NATIONAL INSPECTION OF GRAIN.

BY SENATOR P. J. McCUMBER.

I shall reintroduce at the coming session of Congress the bill for national inspection of grain. This bill I believe of the utmost importance to the grain producers of the Northwest. There is nothing complex about the bill. I propose simply to substitute national inspectors for the diverse state, board of trade and municipal inspectors now in vogue throughout the country.

The object of this bill is threefold:

First. Secure an absolutely impartial inspection,

which we exported was inspected and graded by the Government. The certificate accompanying the consignment of wheat or corn, duly signed and under seal of the proper department, would carry with it absolute confidence in every grain market in Europe. The Government inspection of American meat has been worth many million dollars to the packers of this country, because it dispels all suspicion in the European market.

National inspection of grain would have the same effect upon our export grain trade. No one doubts for a moment but that with Government inspection of wheat the grading would be absolutely fair to both producer and purchaser, and that it would prevent many abuses that have crept into the grain trade. I cannot understand, therefore, why any dealer in grain desiring to do a clearly legitimate straightforward business can object to Government weighing, grading and inspection.

EFFECT OF THE STRINGENCY.

As an illustration of the extreme effect of the money stringency on the grain trade, the experience of Duluth may be cited, where conditions never before felt in that market obtained, taxing the commercial ability and resources of the trade to the last degree.

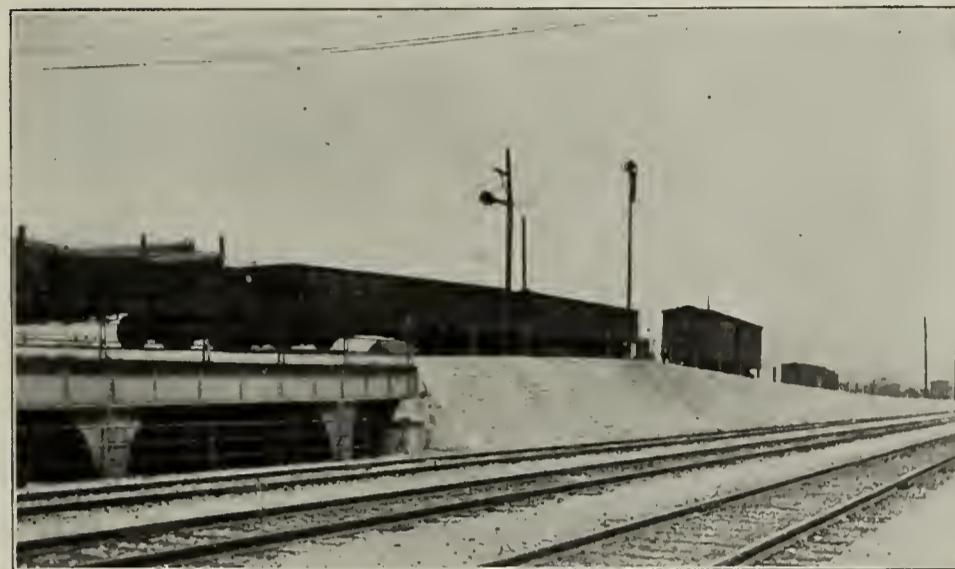
"In the trade at Duluth," says a correspondent of the Boston Transcript, "there were 4,200 cars of grain received during the week that ended with November 2. These cars averaged \$1,000 each in value. In the ordinary course of business these are taken into elevators, settled for by the elevator companies each night by payment to the receiving firms, who in their turn remit the following morning to the country owners of the grain, and all is well. But on Saturday, October 26, the Duluth banks suddenly found that some \$5,000,000 of grain drafts they had drawn on New York had been refused by the banks of that city, and that there was no likelihood that future drafts would meet any better fate."

Then came the bankers' meetings of Sunday, October 27, and the announcement, on October 28, made by bankers all over the West and Northwest, both large and small, that no Eastern exchange would be honored, and that the banks of the Central West would pay out for the present as small amounts of cash as possible, in order to protect their depositors and prevent their reserves from being drawn out for the benefit of New York. This action was so sudden that country bankers were taken as unawares as depositors and when the latter read their Monday morning papers they found notices from their local banks carrying out the provisions of the Sunday meetings. They had no more money in their pockets than anybody else, and had had no more time to get any. At the close of business Saturday night conditions were apparently normal for the country outside of New York; Monday morning found them all tied up everywhere.

On Monday morning, October 28, there were 1,100 carloads of grain on tracks at Duluth waiting to be taken into elevators and paid for. But there was no money and no chance of getting any. New York exchange meant Clearing House certificates and the West could not use them. There was not even cash enough in the tills of the grain firms of the head of the lakes to pay freight on the cars, which would amount to more than \$25,000 a day. The railway situation was, of course, unbearable; the roads could not afford to have their cars tied up in the Duluth yards indefinitely, and they quickly agreed to a proposition that the elevator companies should unload the grain without prepaying freight, upon their giving bond that it should not be loaded out unless these charges were settled. But the elevator companies could not buy the grain. There is a sharp demand in the East for Northwestern wheat and exporters reported that they would be able to sell immense quantities if they could get it forward, but there was a congestion

between Buffalo and the Seaboard. Even if the foreigner would buy the grain the exporter could not get it through, and the Eastern miller, who is as anxious for grain as the foreigner, in order that he may store up for winter on low lake freights, could not get his stuff through Buffalo.

The Duluth Board of Trade was, therefore, officially closed, and kept closed, by action from day to day until November 4 (opened as if adjourned only on the previous day), because it could not



GRAVITY SWITCH—GRAIN CAR STARTS DOWN THE INCLINE.

open until there were some channels open for the negotiation of eastern exchange in sufficient quantity to take care of the trade. These channels were slowly forced open, and as there was no raiding of prices no crisis was created by the temporary stoppage, although during the interval there was an accumulation of over \$3,000,000 worth of grain.

Meantime all the country elevators, as a rule, closed and the marketing of grain for the time ceased. During this interval also the arrangement by means of which buying was resumed in the country was perfected by the bankers, the principle being simply that in vogue for the settlement of international trade balances—the debits and the credits of the two nations are offset through the banks. The terminus markets grain receivers, at this season, owe balances to the country for grain. The country owes terminal jobbers and manufacturers for merchandise bought. By offsetting in the country, as much as possible, terminal debts against credits, the transfer of currency may be largely eliminated. A farmer offering grain will receive terminal bank check, which the country banker will accept, and the farmer will have his credit at his country bank. The country banker instead of shipping currency to build up a credit at the terminal against later payments that the country would make to the jobbers, will build up a balance in exchange, available when needed. The system has worked without friction and business has gone on after a fashion. The difficulty encountered was the reluctance of Eastern bankers to extend the usual line of credit to buyers and exporters. The grain is delayed in transit; therefore, the exporter is told by his banker, "Clean up the trades you have on now before you buy any more—go slow for a while."

The other markets than Duluth have suffered in the same way, but to a less degree, the chief effect being a drop in prices and diminished receipts, many of the leading houses discouraging shipments at the time. In fact, the tie-up has been one of the most complete in years, affecting, as it does, every market in the country from the country hamlets of the Far West to the exchanges of the Seaboard.

Old No. 2 corn sold in Chicago at May-delivery price on October 25, a most unusual condition at this season of the year. It was due to the financial stringency. Eastern buyers, who would have been glad to get the corn, were unable to finance the purchase.

THE GRAVITY SWITCH AND ITS RELATION TO SHORTAGES.

Many railroads use at their various terminals a gravity track for switching cars. A gravity track consists of an artificial hill, with sufficient incline to give cars momentum enough to send them to the various switch tracks in the railroad yard without the aid of any further motive power. With the aid of one of these gravity tracks one engine

handled over this gravity track. This car was originally loaded at the Pennsylvania Elevator with grain and left that house in good condition. After its experience on the gravity track, it was returned to the elevator on account of its condition, and its contents transferred to another car. In the meantime, however, the car had lost 1,410 pounds of grain on account of its experience on the gravity track.

What should be done with the gravity track? Its use certainly saves the railroad company time and expense in switching, but something must be done to put a stop to the leakage and consequent shortage caused by its use.

BROOM CORN IN KANSAS.

Although Kansas in recent years has become an important contributor to the supply of broom corn brush of the country, the crop with difficulty maintains its acreage—it does not seem to be a popular crop. The crop of 1907 was indeed 20 per cent greater in area than that of 1906, when the acreage was 23,597 and the production 10,715,665 pounds, worth \$331,432. But "a quarter of a century previous, or in 1882, the area in broom corn was 107,608 acres, and it was in that year that the incomes from the crop reached the highest mark, or \$2,552,260, although the largest production, 60,511,360 pounds, was in 1893," says F. D. Coburn. "That year, too, was notable for having the largest area in broom corn in the state's history, or 134,487 acres. Between 1882 and 1895, however, the annual area had gone so low as 28,492 acres in 1885. The value of the yield of 1885, though, was over \$650,000, an amount greater than the value of any broom corn crop, save one, in the decade past.

"The industry's period of greatest prosperity seems to have been in the decade ending with 1891, the crops in that time aggregating in value \$11,520,619, as against \$6,620,319, as the total value for the following decade. While there has been much fluctuating in yearly areas, it is noticeable that the annual acreages since 1895 are uniformly

can do the work of many. The inclines are so located that, in making up trains, all cars pass over them. In this manner cars are sent to the different tracks to make up the various trains.

While it is true that a man is supposed to ride on each car that is sent down one of these inclines to hold such car in check, nevertheless the carrying equipment suffers materially by this method of switching. Cars often come together during such switching with such terrific force that many of them are wrecked; and, what is still more serious to shippers of grain, scores of them are weakened,



GRAVITY SWITCH—CAR AFTER IT STRUCK THE FOOT OF THE INCLINE.

without the weakened points being immediately apparent. In cases where the freight in the cars consists of lumber, etc., the load is liable to shift, thereby weakening the ends and racking the framework of the car. Door posts and side sheetings are also frequently weakened or broken by gravity-track switching. There can be no doubt that gravity tracks cause more defective cars than any other one thing in railroading.

The accompanying cuts show a gravity track at one of the Eastern terminal railroad yards at Chicago and also a car which had suffered by being

smaller than for the preceding years of the past quarter of a century.

"Likely in most cases investigation will reveal that the broom corn decrease was because other crops paid better. If remunerative prices could be reliably counted on, the crop would doubtless become one of much greater importance, and in fact the state is yet considered one of the foremost in its growing."

The government recently purchased 7,000 tons of oats to go to the Philippines, February delivery.

OHIO GRAIN DEALERS' ASSOCIATION.*

The regular fall meeting of the Ohio Grain Dealers' Association was called to order in Chittenden Hotel, Columbus, Friday, November 8, by President A. B. Beverstock, who introduced the Honorable D. C. Badger, mayor of Columbus, who extended a cordial welcome to the visitors and in pleasing terms told them to ask for or help themselves to anything they wanted.

Governor A. L. Harris made an address in which he said:

We need the grain dealers and know they perform a useful service for society. As a farmer I have lost some and made some money by holding my grain for a higher price, but I believe the farmers would be much better off if he would sell when his grain is ready to market. [Applause.]

One year we could not get sacks so we were compelled to hold our wheat. Mr. Leiter came along, raised the price and we got a material advance; but I prayed that good fortune would not induce me to change my practice of selling early. I prefer that the grain dealer should speculate on the rise in value.

I used to think the grain dealers often took too wide a margin, but after the Industrial Commission appointed by authority of Congress was issued I was relieved of that impression.

There would be no trouble in the money market if we all had confidence. The farmers are not alarmed. They know the country is prosperous. They are not drawing their money from the banks and surely there is no occasion for it.

Congress will soon convene; and I feel certain it will take steps to give some measure of prompt relief. The republican congressmen of Ohio will meet in this city to-day to consider the matter. The grain dealers of my section are complaining of their inability to obtain cars and no doubt are greatly handicapped. The Railroad Commission will try to treat all interests fairly but your association should keep working for better car service.

The dealers of the western part of the state complain more this year of receiving cars in bad condition and unfit to load grain than ever. It would seem that the carrier should furnish good cars, bear the expense of putting them in condition or the loss due to their use.

Some of the dealers complain of the inspection at Toledo. Either the dealers do not understand the rules or the terminal grading is not right. I think an effort should be made to remedy this. I believe the United States government could promote the grain interests by establishing standard grades, especially of wheat. It may be that our local dealers have tried to get too much No. 3 wheat in their cars to gain admission to No. 2.

I am glad to be permitted to meet with this progressive organization of enterprising merchants.

H. S. Grimes: In responding to the Mayor and Gov. Harris I wish to express my amazement at the Governor's knowledge of the grain business. I am especially pleased to hear the optimistic remarks of the Governor on the financial situation. We have had five good crops and the country is prosperous. The clouds are fast passing over the sun. The flurry will soon be forgotten.

President Beverstock read the following paper:

It is highly gratifying to see this splendid gathering of representative dealers in grain. Not only the representation from our own state, but the gentlemen from other states, who are no doubt promoting their business by being with us to-day. It is an acknowledgement of the fact that our condition is benefited by co-operation. Our acquaintance and frequent association is the best means of eliminating the selfishness of competition; and of making us realize that our competitors are not half as bad fellows as we thought them to be.

We must bear in mind that an organization of this kind is exactly what we make it. I have said before that some dealers come to these meetings for the purpose of discovering some of the undiscovered secrets of grain speculation; and when they do not find them, are disappointed and indifferent. To any who may be laboring under such

*NOTE.—The "American Elevator and Grain Trade" had engaged a special correspondent at Columbus to make for this paper a complete report of the meeting, as he had done one year ago, but by some egregious blunder, in spite of three distinct warnings as to the exact date, he put the matter on his calendar for Saturday instead of Friday, and so reached the scene of the convention after reading the Columbus evening papers of Friday at adjournment! This editor must therefore express his obligations to the editor of the Grain Dealers' Journal for use of his notes to make up this report.

a delusion, we can say that your condition will be greatly benefited by a better understanding of the fundamental principles of the grain trade.

I have seen men grow old in this business without accumulating anything after a long period of mental and physical labor. I have studied these cases for my own benefit, and in nearly every instance it has been a case of refusal to co-operate with neighboring dealers; and a spirit of trying to get even with the other fellow. Speculation has caused some to fall by the wayside; incompetency as well; but I have never known of a failure where the dealer paid only such prices for grain as it was actually worth to insure a profit. Men who had the mental and moral stamina to say NO when the farmer insisted upon dictating prices and quality; and who could not allow a load of grain that was out of condition to be driven past his warehouse without having "heart failure."

The initial handling of grain is more profitable than any other branch of the trade; such as milling, track-buying, terminal handling and exporting. It therefore behoves us to remedy the minor troubles that are dissipating our profits, for if we do, I feel confident that the greater evils will take care of themselves.

Clean Grain:—The previous administration was conspicuous for its effort to promote the uniform grading of grain, and if this administration is to be conspicuous for anything, I hope it may be for disseminating the gospel of buying only clean grain. Now is the accepted time to make this crusade, as farmers will make slight resistance when the system is inaugurated, especially now when the price of feed is so very high. I refer to the plan of cleaning all wheat that comes to the warehouse, paying only for the cleaned and allowing the farmer to take home the screenings. When feed is low and wheat of a low test, any other plan of handling is suicidal. Those of you who have adopted this plan need no repentance, but when it is realized that about 85 per cent of the dealers in Ohio are not cleaning their wheat before purchasing, it warrants the establishment of a propaganda for disseminating the merits of this system.

Fifty years ago nearly every farmer in the country had a fanning mill, and never thought of marketing his grain unless it was thoroughly cleaned. Why should we allow this change to be backward instead of forward? It shows that we are retrograding instead of keeping up with or taking a step ahead of our fathers of fifty years ago.

Times are changing, conditions are different, and the grain business must keep pace. This is a freak year with nearly everything that is handled by the average grain dealer; affairs in the country are different, conditions in the cities are different. The monetary situation demands our most careful thought and consideration. The consuming population of the United States has increased 24 per cent over the producing population in a period of two years. We are told that this country cannot afford to part with more than 75 million bushels of wheat from this crop, and at the same time the record shows that nearly 60 millions in wheat and flour were exported to November 1, 1907. Statements of this kind are ambiguous, and the truth should be insisted upon for the proper regulation of our business.

Our principal discussion to-day is to be the corn crop, which is of the greatest importance. It is worth to this country about $1\frac{1}{4}$ billion dollars. It is equal to $\frac{3}{4}$ of all our exports. Its value is twice the world's annual output of gold and silver. If the annual crop could be put into bushel baskets touching each other it would encircle the globe nearly a dozen times.

The Hon. Harlow Higginbotham said at the opening of the Chicago Corn Show that the corn crop of the United States for ten years would buy all the gold produced in the world for the last 400 years; and 80 per cent of that corn grows within a day's ride of the city of Chicago.

I have outlined our work and topics for discussion, I want all to realize that this is your meeting, and that you should express your opinions on matters pertaining to the betterment of our conditions as freely as if you were at your own place of business.

REPORT ON EXPERIMENT STATION'S WORK.

Fred Mayer, chairman of the agricultural station committee, read the following report:

Having been requested by Director Thorne to pay a visit to the Experiment Station at Wooster, three of your committee, Messrs. Grimes, Robinson and myself together with President Beverstock visited the Station on October 22.

In doing so it was necessary for some of us to travel quite a distance and for all to arise at 4:30 in the morning to enable us to catch a train out of Mansfield and get to Wooster early in the day. I only mention the getting up time, gentlemen, so

that you will know that at least some of this Association believe in the saying that "the early bird catches the worm." We didn't catch the worm, but we did catch a lot of interesting things at the Experiment Station, so many in fact that we urge all members and any resident of this state to pay a visit there.

We were met by Director Thorne and Professor Williams and with the aid of a good team of horses were driven over the larger part of the grounds.

There are 470 acres devoted to the work, and the manner of planting, growing, gathering and testing the various grains, grasses and fruits is certainly very interesting and bound to bring about good results.

We, as grain dealers, get our revenue from the number of bushels of grain we handle; the more we handle the better our business, and if by these tests and by the results given to farmers larger and better crops can be produced in Ohio, surely the work is of benefit not only to ourselves but to the farmer and every resident of the state.

At this station certain varieties of wheat, corn and oats are proven to be inferior to others, both as to yield and quality, with the result that the experiment is made public and the farmers urged to discontinue sowing or planting that particular kind, and when good results are obtained that good variety is recommended.

One interesting feature was the difference in results from plots where some had or had not fertilized or tiled, or where the same crop had been raised for many years. Of course you all know the results of such.

The station, while doing excellent work, can accomplish more. Take in the matter of wheat testing: The various varieties are tested as to their yielding qualities, but the test then ends, and it is the wish of Director Thorne, Professor Williams and others that an appropriation be made so they can set up a miniature flouring mill to be followed by baking tests. That would determine whether certain varieties of wheat even though they yielded well, were preferable for milling. As they carry their corn tests so far as to determine the feeding qualities of certain varieties why should they not do the same with wheat?

They also suggest operating two or four representative corn farms in the Corn Belt of the state, but as Professor Williams is with us, he will explain the proposition.

As chairman of the agricultural experiment station committee, I urge each member to pay a visit to the Station. I also ask you to encourage the work there by talking about it with your farmer friends and to the gentlemen who represent you in the Legislature.

Proper appropriations must be made every year, and I for one believe the money so spent is well spent, and if you agree with me I ask you to take out your memorandum book and make a note of this report and also what Professor Williams has said and do all you can along the lines suggested.

H. S. Grimes: We were surprised and dumbfounded at the extensive experiments being conducted at the Wooster Experiment Station. We learned to our amazement that although there is a committee on agriculture in the state legislature, never has any member of the committee visited the experiment station to learn of its work or its needs. How can we expect them to do their duty to the state? I feel that every dealer in grain should visit this farm, even if you do find it necessary to sit up all night to get there. Talk to your farmer friends about the farm and its work. Let us help to secure for it the much-needed appropriations.

CAR SUPPLY PROBLEM.

O. P. Gothlin of the Ohio Railroad Commission read the following paper:

Kindly allow me first to express the appreciation I feel of the honor you have conferred upon me in according me this opportunity of addressing you. The Railroad Commission of Ohio has now been in being something more than a year and it is meet that the servant should give an account of his stewardship.

The question of car supply, I take it, interests this gathering more than any other phase of the transportation question. Car supply is a difficult matter to deal with. The Ohio statute relating to the providing of equipment reads:

"Every railroad shall, when within its power so to do, and upon reasonable notice, furnish suitable cars to any and all persons who may apply therefor, for the transportation of any and all kinds of freight in carload lots. In case of insufficiency of cars at any time to meet all requirements, such cars as are available shall be distributed among the several applicants therefor in proportion to

their respective immediate requirements without discrimination between shippers or competitive or non-competitive places; provided preference may be given to shipments of live stock and perishable property.

This statute is weak—note the phrase “when within its power so to do.” That might be interpreted as not requiring a railway to furnish any cars at all, if it had none to furnish. Under the section I have just read the only complaint that could be made by a shipper would be of discrimination. The Commission, however, hold that under common law a carrier is bound to provide facilities adequate to meet all reasonable demands. Assuming that this is the correct theory, what can be done to require carriers to provide facilities? Last Winter the commission consulted with the Attorney General and it was decided that proceedings in Quo Warranto was the line of action most likely to produce results. Accordingly, on complaint of the Commission, three railroads were summoned by the Attorney General to show cause why proceedings in Quo Warranto should not be instituted against them. The Ashland & Western promised to purchase at once twenty-four new standard box cars. The M. C. C. added 192 coal cars to its equipment. The D. T. & I. made promises that induced the complainants to ask that its case be held in abeyance.

While it would not be reasonable to expect every railway to have at all times, equipment to satisfy all demands, there is in my mind no question but that carriers generally have been negligent, grossly negligent, in the matter of providing equipment and facilities.

The annually recurring car famine is not due entirely to car shortage. A greater cause of short car supply is found I believe in slow handling, which itself results from insufficient trackage. Too many railroads are trying to do a double track business on a single track line. Too much time is lost on sidings, and at congested terminals. While reports evince an effort to catch up by an increase of freight car equipment, the same is not true as to trackage. During the year ending June 30, 1905, the railroads of the United States increased their freight car equipment by 40,000 cars, and during the year ending June 30, 1906, by 116,000. The number of freight cars ordered from builders in 1905 was 341,000; in 1906 310,000. But the greater the numbers of cars the greater the congestion, if there be no adequate increase in trackage.

In my opinion, gentlemen, it is time for vigorous action. The public for ten years has suffered from an almost continuous car famine. Who can estimate the loss? Transportation is the artery of commerce. Congestion of transportation means business paralysis. What is the use of raising crops you cannot market? What is the use of manufacturing if you cannot reach the customer with your product? Where is the producer or shipper who has not had his profits lessened by reason of inadequate transportation facilities?

What an absurd situation when the producer has wares to sell that the customer is anxious to buy and pay for, and yet a gulf as wide as that between Lazarus and Dives prevents their coming together—a gulf that should not be there and is there because the carriers have not lived up to their obligations.

Don't blame the operating officials. As a rule they are doing all they can with the facilities afforded them. It is the financial management that is in fault.

Weakness of Wirtz Law.—But enough on that subject. I wish now to intrude on your time long enough to call your attention to some weaknesses in the law under which the Railway Commission of Ohio is working. Generally speaking our law is a copy of the Wisconsin law; but some important provisions of that law were omitted when the Ohio law was enacted. The Wisconsin law has three sub-sections to Section 14—the Ohio law but one.

These sub-sections confer upon the Wisconsin Commission the power to require joint rates and to adjust the divisions. It goes without saying that the same authority should be lodged in the Ohio Commission. So long as local rates only can be regulated we are handicapped. The sum of two local rates reasonable in themselves will usually make an unreasonably high through rate. Further, if a rate between two points located on different lines be made up by adding together the rates to and from a junction, neither shipper nor receiver has opportunity to determine what the through rate is; because it will be filed at neither shipping point or destination; whereas, a through rate will be filed at both points.

Claims: Section 31 of the Ohio Commission Act confers upon the Commission authority to investigate claims that have not been acted upon within ninety days from date of filing, and to incorporate

in a special report, result of such investigation. Practically this amounts to no authority at all. Contrast this with Section 16 of the Inter-State Commerce Act which reads:

“If after a hearing on a complaint the Commission shall determine that the party complainant is entitled to an award of damages under the provisions of this act for a violation thereof, the Commission shall make an order, directing the carriers to pay to the complainant the sum to which he is entitled on or before a day named.”

A provision somewhat similar to this incorporated in the Ohio law, would in my opinion greatly enhance the usefulness of the Commission. There are few things incident to the relationship of carrier and shipper that cause so much friction as claims. If a claim be just, it should be speedily adjusted; if unjust promptly declined. A few carriers settle claims promptly. Many of them delay settlement unduly and delays are irritating.

While on this subject let me call your attention to the fact that Sec. 244-35 Ohio Statutes authorizes a claim for treble the amount of damages sustained by a patron by reason of any unlawful act of a common carrier; and that section 3376 authorizes a claim for double the amount of an overcharge.

Stability of rates.—In some of the states the carriers are not allowed to change rates or classification except upon authority of the Commission. That is if a railroad desires (in Minnesota for instance) to change an Inter-state rate, it must first appeal to the Commission and obtain authority. This makes for the stability of rates. We hear a great deal as to the flexibility of rates, but what is more to be desired is stability. If the carriers must have the approval of an unbiased, conservative tribunal before changes can be made, the whole system of rates within the state will in time become a stable, uniform schedule, instead of a chaotic unsystematic mass as they now are. I believe it would be in the interest of the public to confer this authority on the Ohio Commission.

Allow me to recapitulate. My suggestions are that the Legislature be asked to enact at the next session legislation:

Giving the Commission authority to require joint rates;

Giving the Commission authority to fix divisions;

Giving the Commission authority to adjudicate claims.

Forbidding common carriers to change rates, except by authority from the Commission.

Requiring railroads to redeem unused tickets.

You gentlemen are men of influence. If you believe that it would be in the interest of public welfare that what I have suggested be done, you can do much towards the attainment of that end.

A. E. Clutter: In distributing cars should the railroad take into consideration the ability of applicants to load promptly and the number of cars wanted?

O. P. Gotblin: The question would probably necessitate carriers investigating the orders held by the would-be shippers. An effort should be made to deal justly with all interests.

E. W. Seeds: I move that Mr. Gotblin's suggestions of interest to the grain trade be referred to a special committee of five or seven to take up the work of securing the legislation needed to strengthen the state's railroad law. Carried.

John F. Courcier, secretary of the National Association, read the resolution adopted by the Association at Cincinnati in regard to leaky car reports, and said these reports are now being made by Minnesota, Peoria, St. Louis, Omaha, Cincinnati and Memphis in addition to those mentioned in the resolution.

Mr. Courcier said further that on October 15 the National Association was represented before the Commerce Commission by counsel at the bill of lading hearing and the National Association is committed to the support of what is known as the Cormack amendment of the Hepburn law.

He further called attention to the confirmation blank approved by the National Association and the fact that part of its contents had been omitted, which includes Rule 28, as follows:

Rule 28. OFF GRADES: It shall be the duty of receivers, track buyers, and distributors of grain on regular market terms, either to apply off grade grain on contract at ruling market difference on day of arrival, or if such grain be unmerchantable, to notify the seller by wire of the condition of the grain, stating whether unloading or still on track; whereupon it shall be the duty of the seller receiving such notice to wire disposition at once. Off

grade grain sold for account of shippers shall not apply on contract.

J. S. Dewey: I think that is not right. Very frequently the shipper has not new or additional grain to fill his contract. I think that it gives all the advantage to the receiver.

E. W. Seeds: I think that Mr. Dewey misunderstands the rule. I believe that any of the established grades should and would be accepted at the market difference. Rejected or grain of no established grade would not be applicable on the contract.

H. S. Grimes: The original resolution as adopted at the Cincinnati meeting provided that all grain should be applied on contracts at the market difference.

H. L. Goemann: The National Association Rules are designed only to cover the terminal markets. Unmerchantable grain, such as a hot car of corn, should not be forced on anyone. If I have a particular grade I cannot fill my orders with off-grade stuff. When it comes to an interior point who can tell what is the grade of grain or what it is worth?

J. F. Courcier: If Rule 28 is construed to mean that all grain not up to contract grade shall be applied on contract at market difference, it affords an opportunity for unscrupulous shippers to forward a lot of off-grade grain purposely in order to get out of filling contract on a rising market. Such construction would drive all dealers in distributing territory out of the Association.

AFTERNOON SESSION.

President Beverstock started the afternoon session by calling upon Fred Mayer, who read the following paper:

CONTRACTING GRAIN FROM THE FARMER.

Some time ago your worthy president asked me to talk about something serious at this meeting. He claims I am seldom serious, and I don't know of anything more serious than the subject of contracting grain by shippers from the farmer. Excuse me if I wear a serious expression while reading this paper, but I want to satisfy your president that I can be serious if I feel like it.

Contracts are contracts. Some are bound by a money consideration, others are simply upon honor. I am not a country shipper, and do no business with farmers, but I believe that a contract between a shipper and a farmer is usually made without any money consideration. The farmer is an honorable business man, and so are you shippers, but quite often contracts so made are not lived up to, and the fellow that usually backs out or does not fulfill his contract is the farmer.

Contracting grain before it is harvested does not pay; at least, I don't believe it does. As a rule, it makes no money for the shipper nor for the farmer either, but quite frequently it does make enemies of both and many times heavy losses to the shipper. Why you shippers should buy the farmer's grain before it is harvested is more than I know. I don't see what advantage is gained. The grain is there and is going to be sold by the farmer some day, and either you or your neighbor will get it.

During the past season thousands of dollars were lost by shippers because of contracting oats from the farmer, the shipper in turn selling them to dealers in the various markets. Later when the crop turned out much shorter than the farmer anticipated, and the market scored a big advance, many a shipper had to pay the difference in price on the oats he actually got and the amount he sold. I want to tell you that many grain shippers not alone in Ohio but in other states suffered heavy losses, and I hope it will cure them of the contracting habit. If it did not it surely should.

The farmer may be honest when he contracts, say, 2,000 bushels of oats, but if he finds he has not raised 2,000 bushels, why shouldn't he be made to pay the difference in the price, if any, on the shortage?

On top of all the trouble the farmer causes the shipper by not bringing in as many oats as he sold, the broker in the market has in turn sold an equal amount, and he has trouble with his man; and, in fact, there is hell to pay all along the line.

Then, again, when you contract grain from the farmer and sell it for a certain shipment, you take the chance of a car shortage and having your sale bought in at a loss.

As a receiver in a terminal market, I don't know that anything is to be gained by this contracting business, and there is much to lose. Am I right?

C. F. Williams, Professor of Agronomy of the

State Agricultural Experiment station, in the course of an address, said they were conducting extensive experiments in hope of being able to give the farmers reliable information on the best grain to select for seed. Many farmers are growing corn which does not mature. By careful selection of well-matured grain for seed each year the farmer can in the course of four or five years develop seed well suited to his wants, and it will mature. Weight should be given consideration, and by watching this point the yield will be materially increased.

At our station we cannot expect to grow seed corn for distant sections. If the state Legislature would help us to the establishment of corn-breeding farms in different sections of the state we can help all the farmers to better seed corn.

Professor Williams thought the poor farm of the counties should be arranged to be allies of the Station in experiment work.

Fred Mayer presented the following resolution, which was adopted:

Resolved, That the Ohio Grain Dealers' Association, acting upon the suggestions of its committee on Experiment Station work, which has recently investigated the work and plans of the Ohio Station, do urge the General Assembly of Ohio at its coming session to give our Experiment Station liberal support in all its departments, and especially the work in fertility and cereal crops. We would endorse the following propositions of the Station:

To secure an assistant in milling and baking, together with the necessary equipment for the study of milling and baking qualities of the varieties of wheat grown in Ohio, as well as the improved strains which it is now developing.

To establish special corn breeding and testing work upon two to four representative corn farms in different sections of the Ohio corn belt, and

To erect a suitable fireproof store and workhouse for plant-breeding operations.

Resolved, That a copy of this resolution be sent to each member of the Legislature, to the press of Columbus and the various grain dealers' journals.

E. W. Seeds read the following paper:

DRYING AND SHIPPING CORN.

The increasing amount of damaged corn in the markets the last few years and the heavy losses caused thereby makes the question of properly matured and dried corn of quite a little importance. No class of men are so much interested in this as the shipper, for by far the largest part of such losses falls on him, although the receiver is by no means immune.

What is the remedy? First, we must find where the fault is if we are to apply an effective remedy. We have the result and that is deplorable enough, in financial loss, nerve-racking worry and in many cases no doubt sleeplessness. May I assert, what I believe, the great first cause or fault is with the country shipper or receiver of grain from the farmer and that the effective remedy is almost wholly in his hands.

For years the Ohio shipper has been willing to receive corn just as damp and full of moisture and of just as poor quality as he thought it possible to get into some market without getting hot. He has even taken grain that he knew involved very great risk and almost certain loss for fear his competitor might get it. What does this have a tendency to do in the first instance? Don't it encourage his farmers to sell him just as much water in the shape of excessive moisture in the corn as possible.

Water is the cheapest commodity I know of except atmosphere, and the supply is usually so abundant that it is not necessary either to buy it or pay transportation charges on it. Now as excess moisture don't add anything to the feeding qualities of the grain, why should the consumer buy it at a high price when he can furnish any quantity of it at home at no cost? Let us figure a little. If new corn containing 22 per cent of moisture, and you have been buying lots of this in other years, is worth 50 cents, corn containing 15 per cent is worth for feeding purposes 3½ cents more, or 53½ cents per bushel, and this without any consideration of the great risk of damage to the moist grain in shipping.

If you are willing to buy water in this way at 50 cents per bushel, why should not your farmer friend sell it to you? He'll surely do it, and make a nice profit. Further, you encourage him to grow a large variety of corn that will not properly mature, because he gets more bushels of grain (and water), which you are willing to buy at a good price.

If you want to find the best wheat in Ohio, marketed in good condition, as a rule, you will go into the section where there are the most mills and

particular millers. There the farmers try to produce and sell the quality of grain the miller wants. So it is everywhere, the farmer will try to produce what he has a market for and will pay him best. Careless dealers make careless farmers as a rule and the reverse is the rare exception.

The remedy is with the shipper. Will you apply it? Now, the very best place to dry corn to shipping condition is in the farmer's open work crib, which is not too wide and so arranged that it gets plenty of air all through. Large piles of immature corn will not dry out in wide roofless cribs or in large dumps, where there is little circulation of air, as many persons know to their cost from the experiences of the past year.

Corn should be thoroughly cleaned and all fine stuff taken out of it always before shipment. Running it through the ordinary cleaning machinery of an elevator will reduce the moisture but very little, scarcely perceptible. The process is too rapid. Even passing the grain through a stack forty feet high, filled with perforated steel shelves and having a strong blast entering at the bottom, will not take out more than 1 to 1½ per cent of moisture on an average, and the result is entirely dependent on the condition of the atmosphere. In very damp or rainy weather one gets no result at all.

Kiln-dried corn. This brings us down to the kiln-dried grain, with which we have yet had little experience, but hope to demonstrate in the near future what we can do with it. However, from what we now know of the matter, we do not believe that it is the best or even a practical thing for the country elevator. First, it is an expensive process, and I do not believe the dealer can buy the excessively moist corn from the farmer at a sufficient discount to warrant him in kiln drying it.

As noted above, there is a difference from loss in weight of 3½ cents per bushel, if 7 per cent of moisture is removed, besides the cost of operating the plant, etc., so it would seem that the best and safest plan is to refuse corn that is not in safe shipping condition. This will not only prevent present loss, but its influence will have the same tendency to improve your corn crop that the action of the miller above referred to has on the quality of the wheat offered him.

If your farmer finds no market for his immature, damp corn this year, except at a big discount, under the price paid his neighbor for good corn, he will take some measure that he thinks will enable him to have as good grain next year as that neighbor. The thing that hurts him most is not the difference in the amount of money he gets, but the fact that his grain was discounted and the neighbors taken at full price. On the other hand, if he can sell poor quality damp corn at the same price the neighbor gets for his good grain, he congratulates himself that he is the shrewder of the two and neighbor Jones is foolish for being so particular with his grain.

If every shipper would provide himself with an accurate apparatus for testing the moisture in grain and demonstrate to his customer just what he is offering in that particular, I believe he would find it a great educational feature, not only for the farmer but for himself as well. While moisture is a large factor, it is not everything. Quality, degree of maturity, dirt and damaged grains, must be taken into the account. Well matured, sound grain will carry safely with a much larger per cent of moisture than immature or unsound grain.

Now, gentlemen, I can only repeat the assertion made at the beginning of this paper, the effective remedy for this difficulty is in your bands as shippers, and the trade must rely on your good business judgment to enforce it. If you will do this, we will quickly get back the reputation Ohio corn had for quality fifteen years ago.

C. E. Grace, Circleville: The only thing for dealers to do is to hold off on new corn until it is in fit condition. I do not think Scioto Valley corn can be handled with safety until December 1.

J. E. Gebhardt, Versailles: Our farmers have been growing different varieties of corn. Some of it is very late and I doubt if it will be in condition to handle before Christmas. We have the usual yield.

J. E. Wells, Quincy: Our corn is not fit to crib and I doubt if it will be safe to handle it before the holidays. Our corn is so soft it looks just as seed corn used to look after we had soaked it.

Wm. Green (by letter): Beg to say that the corn crop of Paulding and adjoining counties is much below an average on account of too much rain early in the season. Some corn is well matured, but some is not, and if we allow the good corn to come in early the poor will follow. The result will be a lot of bad corn mixed with the good

in spite of the most rigid carefulness on the part of the dealer. And no matter how cheap you buy the poor stuff it will net a loss. My suggestion is, that we all hold off as long as possible before buying and let the raiser stand the shrinkage, which will be heavy this year on account of excessive moisture.

R. G. Calvert, Selma: Our corn will not be safe to handle until Christmas. We have a good crop so far as quantity is concerned, but it will take some good weather to place it in condition.

J. W. Simmons, Pemberton: Our corn is in a variety of conditions. We are trying to keep it off until the first of the year. Maybe weather conditions will change and improve the corn.

C. S. Pierce, Union City: At a meeting in Van Wert this week we decided not to buy until November 15, although some are now buying. I bought some for local feed trade and picked it over, with the result that we found just one-quarter of it would not do to ship in the ear. The seed corn special has reduced the amount of mixed corn grown in our vicinity.

John McDonald, Washington C. H.: In the vicinity of Washington C. H. corn is a full month late. We have no soft corn and no damaged corn. We expect to commence to take in new corn about the 15th.

Willis Jones, Mt. Sterling: I think our corn will be fit to handle about December 1, but I may be mistaken. It is very green and dries very slowly. We have a good crop.

T. W. Baum, Duval: We have hung a lot of corn in our office and weighed it occasionally and found that it has shrunk just 50 per cent.

Mr. Roselle, Troy: I do not think new corn can be handled with safety until the first of the year. Our yield is up to the average, but we need good weather to dry it out. It will spoil even in farmers' cribs.

C. M. Myers, Lockburne: On October 28 we took samples from a field and kept it in a room with a temperature of 65 degrees during the day. We weighed it again yesterday and found it had shrunk 25 per cent. We found that the cobs constituted 17¾ per cent of another sample. [Mr. Myers exhibited a number of samples of corn of different varieties and told what percentage of moisture each contained.] In closing he said: If my neighbor desires to buy corn before it can be handled with safety, he can have all the corn. I will keep my money in the bank, it will not spoil there.

D. S. Cook, Basil: We made some experiments with new corn. We took 2,685 pounds of ear corn and got 2,038 pounds of shelled corn. From this we got 1,191 pounds of dried bolted meal and 102 pounds of dried bran. We have a Corn Growers' League in our section and one of its members was fortunate enough to capture four prizes at the Chicago Corn Show.

H. S. Grimes: If we have three weeks of cold windy weather all of you will change your minds and go to hauling new corn. I think the Scioto Valley has the largest crop of corn in years, but it contains much moisture and although it may freeze up it will thaw out. None can shell and place new corn in bins except with danger of heating.

A. E. Clutter, Lima: I notice that when horses attempt to eat new corn they crush the cobs. I believe corn is not safe to shell until the corn is dry enough to shell freely.

W. Hardman, Cable: Our very best corn country has a small crop and it's light, it's green. Unless we have very favorable weather we will not handle new corn until December 15. We have not over one-fourth of a crop.

T. B. Marshall, Kirkwood: We have but two kinds of corn in our section—bad and indifferent. The farmers think it will not be fit to handle until January 1. Just as sure as any of it is placed in bins it will heat in forty-eight hours. We do not expect to handle new corn before the latter part of December. Freezing weather does not dry anything. Freeze corn and let it stay frozen a week.

Then thaw it and you will find it contains as much moisture as before.

H. Allen, Troy: During the entire growing period of corn we had a rain nearly every week, hence we cannot expect it to dry out quickly. Coming along this morning I saw corn piled in large piles on the ground. Look out for such corn, it will make you trouble.

Charles England, Baltimore: Your program shows you expect reports on conditions from different markets. I believe Secretary Cortelyou could tell you more about it than any of us. I saw a letter from him in which he said he thought the worst is over, but he advised confidence and conservatism. The man who becomes seriously ill must be given only a little nourishment each day as he approaches recovery. The dose being increased gradually. At present confidence seems to be recuperating. For the first time in the history of this country foreign exchange could not be sold in our Eastern markets at any price. You can realize the condition when our exporters were so handicapped. Not much grain was moving abroad, but large amounts of cotton exchange was out. Conditions are improving. I think if the grain trade will just rest a couple of weeks we will all be better off. We need confidence. Conditions of cars complained of here to-day prompts me to tell you that our Chamber of Commerce through its Weighting Department has absolute control of the unloading and weighing of grain. About 60 per cent of the cars now arriving in Baltimore are in bad order. They also find seals have been tampered with. One car arrived yesterday with seal of shipper on one door and a Wabash seal on the other. What is the inference? I think if you will use private seals numbered consecutively and they are not on your car when load arrived in Baltimore you can readily collect for any shortage from the carrier. These seals can be obtained for about \$1.25 per thousand.

E. H. Culver, Toledo: I am sorry our governor is misinformed on Toledo inspection. He overlooks the many new markets now drawing on the surplus fields of the West. That accounts for the reduction in Toledo receipts. The trouble here is the farmers are trying to grow large corn instead of good corn. We try to treat all right. Any change in our rules has been submitted to you before any action by our directors. We can not pass mow-burnt or musty wheat as No. 2. We must stand between the millers and shippers. Any dealer who wants to know how much moisture is in his corn can shell it, place it in a glass jar, seal it hermetically and ship it to me. In thirty-six to forty-eight hours I will test it and report the exact percentage free of charge.

H. M. Allen, Troy: Do you recognize that we are growing away from the old theory that "competition is the life of trade"? I was greatly impressed by the remarks of Chairman Knapp at the Cincinnati meeting on the theory that co-operation should promote common trade interest.

President Beverstock: I want all to commence now to boom our annual meeting at Cedar Point the first week of next July.

Adjourned.

CONVENTION NOTES.

Charles J. Buchele, Bluffton, was the only dealer from Indiana.

Pittsburg was represented by R. A. Sheets, with R. S. McCague.

F. E. Watkins, representing the Cleveland Grain Company, was present from Cleveland.

Baltimore was represented by Charles England, of Charles England & Co., and D. Yulee Huyett, with Louis Müller Co.

Manufacturing concerns were represented by B. D. Heck, The Philip Smith Mfg. Co.; J. L. Van Riper, Standard Mfg. Co.; A. S. Garman, Huntley Mfg. Co.

Those from Toledo were: E. H. Culver, chief inspector; J. F. Courcier, secretary Grain Dealers' National Association; Fred Mayer, president Produce Exchange; H. L. Goemann, of the Goemann

Grain Co.; W. W. Cummings, J. J. Coon Grain Co.; H. R. DeVore, H. W. DeVore & Co.

Harry W. R. Robinson was there, but somewhat under the weather. His host of friends wish him full and speedy recovery.

A. S. Garman, in behalf of the Huntley Mfg. Co., presented his friends a neat watch fob, engraved with a picture of the historic battleship Monitor, which is the trade mark of the company.

Among the Ohio dealers in attendance were: L. C. Allinger, Jackson Center; H. M. & Horace Allen, Troy; L. H. Bisel, Ashley; J. W. Burk, Springfield; C. L. Behynier, Rockford; A. B. Beverstock, Lexington; H. O. Barnthouse, Raymond; C. P. Bauman, Canal Winchester; A. C. Brown, St. Paris; A. Beatley, Kings Creek; C. D. Barnthouse, Agosta; C. F. Barnthouse, Upper Sandusky; R. G. Calvert, Selma; A. E. Chutter, Lima; G. W. Clark, Lexington; J. W. Channell, Melvin; A. H. Cratty, Cooks Station; R. Dunlap, Alger; J. L. Doering, Antwerp; E. M. Fullington, Milford Center; J. S. Dewey, Blanchester; H. S. Grimes, Portsmouth; H. W. Gidding, Milledgeville; C. E. Grace, Circleville; J. O. Gooding, Lewis Centre; Wes Hardman, Cable; P. H. Harsha, Portsmouth; H. S. and William Heffner, Circleville; C. B. Jenkins, Marion; Harry Kress, Piqua; A. E. Loofbourrow, Erie; C. E. Lloyd, Washington C. H.; George Leggett, Magraw; M. W. Miller, Piqua; T. B. Marshall, Kirkwood; J. McDonald, Washington C. H.; C. M. Myers, Lockbourne; C. V. Nelson, Mansfield; F. H. Owen, Marion; A. V. Perrill, Sabina; W. H. Persinger, Sidney; C. T. Pierce, Van Wert; C. S. Pierce, Union City; G. N. Perrill, Bowersville; C. Rhonemus, Reeceville; H. W. Robinson, Green Springs; C. F. Rife, Circleville; J. C. Spurrier, Marysville; M. A. Silver, West Jefferson; W. T. Snyder, Kenton; J. W. Simmons, Pemberton; C. H. Tingley, Greenville; C. C. Tagert, Plain City; W. P. Tanner, Mansfield; Joe and C. M. Wolcott, Conover; C. A. Williams, Kent; J. E. Wells, Quincy.

RATE CLERK AND CARS GONE.

Several carloads of wheat valued at over \$4,000, shipped through Columbus, O., over the B. & O., recently disappeared in a very mysterious manner. When the disappearance reached the investigation stage, a rate clerk at Columbus also disappeared. The dual disappearance may have been a coincidence merely, but it appears that the bills of lading might have been changed in the freight office and made out to consignees other than those the cars were intended for, so that someone in the freight office might have sold the wheat and received the money for it. Both these contingencies might have happened, but whether they actually did happen the officials say they do not know; yet they were sufficiently convinced that something of the kind was done to call the police to their aid in effort to unravel the mystery presented.

Three of the cars diverted at Columbus had been shipped by Willis Jones, a grain dealer of Mt. Sterling, to the Seeds Grain and Hay Company of Columbus, to be shipped to the Dunlop Mills of Richmond, Va. These cars were known to have left Columbus, but they did not reach the Dunlop Mills in Virginia. It was found that the bills of lading record had credited "J. H. Thompson & Co." of Columbus as the shippers and the wheat as sold to a Cleveland firm. No such firm as "J. H. Thompson & Co." is recorded in the city directory.

There are said to be four other cars of wheat which have not reached their destination. It is, of course, significant that the missing cars were all billed to distant points, most of them to seaport towns; which were selected because several weeks would elapse before their failure to arrive at their proper destination would be discovered. Thus considerable time would be given anyone engaged in fraud to collect and get away with the money received for the stolen grain.

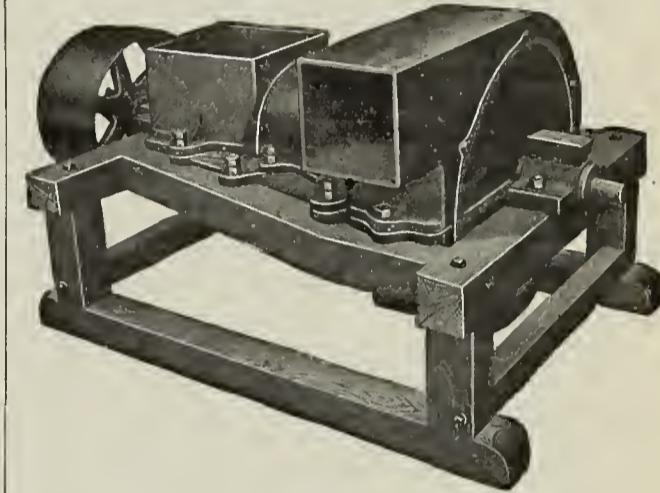
Gov. Harris of Ohio has asked for the return of Geo. E. Thompson, arrested in Minneapolis, who is charged with this crime.

THE NEW OHIO CORN SHELLER.

The Philip Smith Manufacturing Co. of Sidney, Ohio, have made a number of improvements in their well-known Ohio Corn Sheller, which is now styled the New Ohio Corn Sheller. The accompanying illustration shows the machine in its present form.

A feature of this sheller is that it can be set on a level with the boot, and it is not necessary to use a steel tank or pit for the boot. The sheller will discharge over the top or underneath, either right or left. The fan is separate from the cylinder, and in the event of the fan breaking it is not necessary to buy a new cylinder.

As will be noted, this sheller is constructed in a very durable manner. It is so constructed that



NEW OHIO CORN SHELLER.

the back end can be taken off at the top or bottom, giving access to the fan with very little trouble. The machine is made in several sizes, the capacity ranging from 300 to 1,000 bushels per hour. Complete details of construction, operation and cost may be had by addressing the makers.

THE GRAIN BUSINESS OF FORT WORTH.

During 1906 Fort Worth, Texas, received 15,000 cars of grain and shipped about 14,000. The receipts this year are expected to reach 16,500, as lower rates to and through this gateway have been secured under tariff now in effect.

The grain elevators in Fort Worth and their capacity in bushels are as follows: Medlin, 400,000 bushels; Burrus, 300,000; Rosenbaum, 300,000; Bewley, 250,000; Smith, 125,000; Dazey-Moore, 30,000 to 90,000; the Mugg & Pemberton, 75,000; Texas, 50,000.

In addition to the ten elevators, with a total capacity of 1,645,000 bushels, there is a large number of storage houses which will accommodate an additional 500,000 bushels, bringing the total up to 2,200,500 bushels. There are three flouring mills, with a daily capacity of 4,000 barrels of flour and 1,000 of meal.

The city is headquarters of the Texas Millers' Association and the Texas Grain Dealers' Association, J. Perry Burris being president of the Millers' Association, and Edward K. Collett is secretary and treasurer. H. B. Dorsey, secretary, is in charge of the headquarters of the Texas Grain Dealers' Association.

The Rock Island System notifies shippers "the grain line marked in any car is simply a guide, based upon the official weight of the different grains. It is not safe to figure grain loaded to the marked capacity. Fluctuation in the weight of the grain may make the load either more or less. Cars should be taken at elevators where track scales are not available and a gauge to measure the load of a car by the number of bushels put into it, based on the prevailing weight of the grain at the time of shipment, as the fact that a car was loaded to the grain line will not be sufficient justification for the waiving of minimum in the case the car is loaded with less grain than its marked capacity."

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

NEW GRAIN COMPANY.

Editor American Elevator and Grain Trade:—The recently organized grain company known as the Algoma Grain Company, Algoma, Wis., has secured as manager of the business the well-known and experienced grain buyer, Jeff. Teweles. The company intends to build next season an up-to-date elevator, with a capacity of 40,000 bushels, with all modern improvements.

Yours truly,

Algoma, Wis.

ALGOMA GRAIN CO.

INSPECTION CHARGES AT NEW ORLEANS.

Editor American Elevator and Grain Trade:—We wish to call your attention to changes in the rates for inspection of grain by the New Orleans Board of Trade, which become effective November 1, 1907.

The rate on inward inspection, bulk grain, has been changed from 50 cents per car to 60 cents per car.

The rate on outward inspection, delivering to vessels, has been changed from 25 cents per one thousand bushels to 50 cents per one thousand bushels.

In cases where consignees are not willing to have all their grain inspected, a charge of \$5 per car will be made for such special service as may be required, instead of \$3 per car as heretofore.

The above rates apply to members only, or when firms are represented on this Board of Trade by an employe, or when the grain may be handled by brokers, members of this Board of Trade. Otherwise, the rate shall be 50 per cent higher.

Yours very truly,
H. S. HERRING,
New Orleans, La.

Secretary.

THE CONDITION OF CORN.

Editor American Elevator and Grain Trade:—As to bulk, we have more corn than last year, but I think there will be a very large shrinkage. Corn is very soft and green, and think it will not be in shipping condition before December 1. There is quite a number of farmers who have merely started to gather yet, as they were afraid it would spoil in the crib.

There is no corn being sold now, as farmers want about 50 cents.

Yours truly,
SHEARER GRAIN CO.,
Fairbury, Ill.

Per J. P. Shearer.

Editor American Elevator and Grain Trade:—There has not been enough new corn harvested in this section to form a definite idea. The quality of what we have seen is disappointing, showing a large per cent of chaffy and soft ears and a good many nubbins. It is difficult to say just how such corn should be handled to get best results. There is much of it that would not carry through the spring months if cribbed and that class will do better if marketed while frozen. The yield, we think, will be about as estimated, 75 per cent of last year.

Yours truly,

Des Moines, B. A. LOCKWOOD GRAIN CO.

Editor American Elevator and Grain Trade:—There is quite a per cent of our corn which, if it did not contain soft, immatured ears, would do to shell and ship and grade No. 3 to-day, but the majority of the corn contains a percentage of these green ears which would render it in our judgment unsafe to shell and ship, particularly if one expected No. 3 or better grade. You must bear in mind the fact that our crop of corn is fully two weeks late, and in our judgment it will not do to ship with safety before the 20th to 25th, and only

then providing in the meantime we have favorable weather to dry it out thoroughly.

We find that quite a per cent of our farmers have voluntarily stopped gathering corn, and when they will do this and at the expense of the boarding and lodging of their huskers, you can rest assured that the corn is not in proper condition to crib.

With us, we believe that we will have an average crop and of much better quality than last year. The per cent of damaged, rotten ears is no greater than the average year and nothing like last year.

Yours truly, W. L. SHELLABARGER,
Decatur, Ill. Secy. Shellabarger Elevator Co.

NEW FORM OF BILL OF LADING.

Editor American Elevator and Grain Trade:—Please note herewith copies of bills of lading which the National Industrial Traffic League and a number of representatives of grain exchanges adopted and recommended to the Interstate Commerce Commission as being an ideal bill of lading for grain shippers. The American Bankers' Association endorse this order bill of lading as being satisfactory to them, through representatives who were present at the meeting in Washington, D. C., on October 15, and you will note that it is a clean bill of lading, subject to the common law as well as the statute laws of the various states.

Yours very truly,

Toledo, O. HENRY L. GOEMANN.

Washington, D. C., October 14, 1907.

To the Honorable Interstate Commerce Commission, Washington, D. C.—Gentlemen:—The undersigned desire to present to your honorable body the two forms of bills of lading attached hereto, and to recommend same for adoption and use. One is a plain, non-negotiable bill of lading, and the other a uniform "order" bill of lading. We believe these forms will meet every requirement of the commercial interests.

We recommend that these two forms of uniform "order" bills of lading and non-negotiable bills of lading be printed on different colored paper, so as to make them distinctive, and that on all uniform "order" bills of lading the carrier's official stamp be used, in addition to the agent's signature, on the face of the bill of lading.

Respectfully,

NATIONAL INDUSTRIAL TRAFFIC LEAGUE.

By J. C. Lincoln, President,
E. B. Boyd, Secretary,
E. E. Williamson, Chairman,
Uniform Bill of Lading Committee.

Signed by Joseph Keavy, Indianapolis Freight Bureau, Indianapolis; A. L. Goetzmann, Millers' National Federation, Chicago; H. L. Goemann, Toledo Produce Exchange, Toledo; Geo. F. McKay, Lackawanna Steel Company and Toledo Furnace Company, New York; E. E. Williamson, Receivers and Shippers' Association, Cincinnati; I. S. Bassett, Pittsburgh Chamber of Commerce, Pittsburgh; H. G. Wilson, Kansas City Transportation Bureau, Kansas City Board of Trade and Kansas City Hay Dealers' Association, Kansas City; L. Mandelbaum and G. W. Neville, New York Cotton Exchange, New York; H. C. Barlow and J. J. Wait, Chicago Association of Commerce, Chicago; H. E. Kinney, Indianapolis Board of Trade, Indianapolis; L. A. Clark, Muncie Commercial Club, Muncie; J. C. Lincoln, Merchants' Exchange, St. Louis; E. B. Boyd, Chicago Board of Trade, Chicago; E. J. McVann, Omaha Grain Exchange, Omaha.

ORIGINAL

UNIFORM ORDER BILL OF LADING.

..... Railroad Company.
..... Station..... 190.. Received from..... the property described below in apparent good condition, except as noted (contents and condition of contents of packages unknown), to be transported and delivered to the order of..... in accordance with the provisions of law and the terms of this bill of lading.

The property herein described shall not be delivered until this original bill of lading, properly indorsed, has been surrendered and canceled, or, in case of a partial delivery, a statement thereof has been indorsed hereon.

Any stipulation or indorsement on this bill of lading that it is not negotiable shall be void and of no effect.

Inspection will be permitted under this bill of lading, unless otherwise indorsed hereon, which indorsement shall be made at the time of issue by the agent, if requested by the shipper. Any altera-

tion, addition, or erasure, fraudulent or otherwise, in this bill of lading, which shall be made without the indorsement thereof hereon, signed by the agent of the carrier issuing this bill of lading, shall be without effect, and this bill of lading shall be unenforceable according to its original tenor.

Special Marks. Consigned to order of..... Destination Notify At (Insert description of articles, weights, rates and routes, and car numbers and initials, if in carloads.)

Official Stamp.

..... Agent.

ORIGINAL

..... Railroad Company.
..... Station..... 190.. Received from..... the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), to be transported and delivered, in accordance with the provisions of law, in like good order, to consignee.

(Insert description of articles, weight, rate, route; and car number and initials, if in carload.)

Official Stamp.

..... Agent.

[This bill is endorsed across its face in letters $\frac{1}{2}$ of an inch high in red ink, "NOT NEGOTIABLE."]

ILLINOIS GRAIN DEALERS.

A special meeting of the Illinois Grain Dealers' Association was held at Peoria on October 17, which was remarkably well attended, especially by delegates from the local divisions of the Association in all parts of the state.

Pursuant to the call President Wayne called the convention to order in the assembly room of the Peoria City Hall at 1:30 p. m. He opened the proceedings by a general statement of the reason for calling the meeting and stated to what, in his opinion, the delegates were expected to confine their attention and discussion, the nature of which will appear later on.

A motion was made by J. P. Woolford of Galton that a committee consisting of one delegate from each of the local divisions—such member of the committee to be selected by the delegation from the local division—be appointed to take under consideration all matters before the convention, and to report suitable resolutions at the evening meeting. This motion prevailed, and the convention then adjourned till 7:30 p. m.

On again convening, Thomas Abrams, chairman of the committee on resolutions, made a report, submitting a set of resolutions that had been approved by the committee, and moved their adoption.

H. H. Newell moved that the resolutions be taken up separately. This motion prevailed. The resolutions were then read and discussed separately and adopted as follows:

INTEREST CHARGE.

Resolved, That it is the sense of the Illinois Grain Dealers' Association, in convention assembled, that the interest charged by the Chicago Board of Trade of the city of Chicago and the Merchants' Exchange of the city of St. Louis, Mo., is unfair and unjust to the country shipper, and we fear that it tends to the delaying of business; and we respectfully request and petition the governing committees of the Chicago Board of Trade and of the Merchants' Exchange of St. Louis that the rule be repealed or that it be reduced to the actual necessary time which is needed to unload cars, not exceeding seven days.

Resolved, That the secretary of this Association is hereby directed to forward a copy of this resolution to the president and the secretary of the Chicago Board of Trade and the president and secretary of the Merchants' Exchange of the city of St. Louis, Mo.

DISCOUNT ON CORN.

Resolved, That it is the sense of the Illinois Grain Dealers' Association, in convention assembled, that the discount of 5 cents per bushel on No. 3 corn, deliverable on contract, is unreasonable and unjust to the grain dealers in the state of Illinois, and we hereby request your honorable body to change the

rule so that the discount shall be 3 cents instead of 5 cents, as now in force.

DISCOUNT ON OATS.

Resolved, That it is the sense of the Illinois Grain Dealers' Association, in convention assembled, that we see that your honorable body is considering the advisability of changing the present rule which prohibits the delivery of No. 3 oats on contract, and are contemplating a rule permitting No. 3 white oats to be delivered on contract at 3 cents per bushel discount; and we respectfully represent that we most cordially approve and urge the adoption of the contemplated change.

Resolved, That the secretary of this Association is hereby directed to forward a copy of this and the foregoing resolutions to the president and the secretary of the Chicago Board of Trade.

WEIGHING CHARGES.

Resolved, That it is the sense of the Illinois Grain Dealers' Association, in convention assembled, that the increase in the weighing charges put in force by the weighing department of the Chicago Board of Trade on September 1, 1907, should be rescinded and discontinued, inasmuch as the Report of the Secretary of the Board of Trade for the Year 1906 shows that the weighing department of the Board of Trade yielded a net profit of \$10,640.

Resolved, That the secretary of this Association is hereby instructed to forward a copy of this resolution to the president and the secretary of the Chicago Board of Trade.

CAR SERVICE.

Mr. S. W. Strong presented the following resolution and moved its adoption:

Resolved, That the Illinois Grain Dealers' Association, in convention assembled, hereby respectfully represents to the honorable Railroad and Warehouse Commission of the state of Illinois that the wants of the grain shippers of this state imperatively demand that your honorable body take such measures as will compel the railroad companies operating through the state of Illinois to assemble the equipment of said railroad companies within the state, where it can be used for the purpose of transporting the grain raised by the farmers of Illinois, and to be shipped by the grain dealers of the state, who should and ought to have the use and benefit of such equipment of railroads so operating within the state of Illinois.

Resolved, That the secretary of this Association be and he is hereby directed to forward a copy of this resolution to the governor of the state and to the honorable Railroad and Warehouse Commission.

Mr. H. H. Newell of Chicago made the following motion:

That the president and secretary of this Association be instructed to attend the next regular meeting of the Railroad and Warehouse Commission and call their attention to the fact that, commencing about the 15th of November and continuing for at least two months, there will be an immense movement of new corn in this state and that if the same is not moved promptly it will result in large loss to farmers and shippers, as it is, in fact, perishable property, and that the said farmers and grain dealers lost a large amount of money last year at this season of the year on account of the total inability of the railroad companies to furnish a reasonable number of cars for this business; and to arrange if possible with the said commission to take up immediately, and in writing, with the proper officers of the various grain-carrying roads in this state the above facts and ask them what arrangements they are making or will make to take care of this large movement of grain, which is nearly ready to start, and ask for a reply. Also that the commission be requested to transmit to the secretary of this Association a copy of their letters to and also a copy of the replies from the said railroad companies. The motion was carried, and thereupon the convention adjourned.

NEWARK FEED DEALERS.

The feed dealers of Newark and Essex County, N. J., on October 29 organized the Newark Feed, Flour and Hay Trade Association, with the following officers: President, Frank V. Cyphers; first vice-president, John Inglin; second vice-president, Joseph Regan; third vice-president, Cornelius Smith; treasurer, Frank J. Hull; secretary, Eugene H. Meyer. The trustees and incorporators selected were Patrick H. Ryan, J. C. Smith and Frederick J. Ogden.

The object is mutual protection from the evil of the credit system and to secure better legislation in regard to railroad matters.

A by-laws committee, consisting of five members, was appointed and a resolution adopted recommending that the trustees co-operate with the committee in drafting the constitution and by-laws. They will be presented at the next meeting of the Association, no date for which has as yet been fixed. A membership committee and one on vacancies were appointed.

PHILIP G. HUNKER, JR.

One of the most interesting studies in human accomplishment is the careers of men handicapped by ill health. It has long been an overworked theme of writers of the Smiles type; but it never loses interest, the latest work of the kind by Mrs. Shaler, widow of the late N. S. Shaler of Harvard College, himself, strange as it may seem to those who knew of his more or less strenuous physical and mental life, a chronic invalid, being one of the most fascinating of the list. But Prof. Wm. James, in the "American Magazine," explains that "the individual can, if the stimulus, or incentive, be sufficient, raise himself to a higher plane of



PHILIP G. HUNKER, JR.

activity." The phenomenon is, in fact, a matter of will power largely, which establishes a balance of recuperation and expenditure of energy, which accounts not only for the apparently prolonged life of those, whom we all know, who "just will not die," but for the remarkable things "hopeless invalids" frequently accomplish, to say nothing of the beauty of many of their lives.

We do not, of course, intend to put the subject of our sketch, Philip G. Hunker, Jr., on a pedestal; yet his brief career to date has suggested the thought above. Born in New York City on May 17, 1879, he graduated from the public schools in due time, and then entered the New York office of the Northwestern Miller as office boy under Wm. R. Gregory. He went with the latter to the Flour Trade News, becoming bookkeeper and treasurer, and remained in New York until his health gave out.

Seeking occupation outside the city, with its rush and exhausting methods of doing business, he took a situation with G. W. Kennedy & Son of Shelbyville, Ind., as bookkeeper. As they are merchant millers and extensive dealers in and track buyers of grain, hay, mill feed, etc., Mr. Hunker travels considerably on their business and also represents the well-known Kennedy Car Liner manufactured by Fred W. Kennedy, which is rapidly coming into great favor with careful shippers of grain for protecting themselves from the leakage through old cars. Mr. Hunker represents Mr. Kennedy at the conventions and has made a successful salesman. All his knowledge of the mill-

ing and grain business, with which he is now thoroughly conversant, has come by sheer "digging," and his experience has been accompanied by many "hard knocks," but he is "arriving."

PHILADELPHIA WANTS AN ELEVATOR.

The Philadelphia Commercial Exchange is still laboring to impress on the Pennsylvania Railroad Co. the city's need for more adequate elevator facilities for handling grain for export. At a recent meeting of representatives of the two interests the Exchange was represented by President James L. King, George M. Warner (chairman of the transportation committee), Harvey C. Miller, R. S. Dewees, Walter F. Hagar, George G. Omerly, L. G. Graff, Jr., and Secretary L. J. Logan, while the railroad and elevators were represented by Vice-President John B. Thayer, General Manager W. W. Atterbury, Freight Traffic Manager George D. Dixon, General Freight Agent Edwin P. Bates, Foreign Freight Agent Warner R. Howell and Assistant Manager W. R. Young of the Girard Point Storage Co.

After a comparison of the facilities of this port and Baltimore, the Commercial Exchange representatives were unanimous in repeating their demand that, in order to meet the conditions brought about by the increasing movement of grain, especially of macaroni wheat, for export, there should be constructed at Girard Point a modern elevator of at least 1,000,000 bushels' capacity. In addition, there is urgent need of immediate addition to the present equipment of at least one new modern floating elevator and several more transfer barges.

After a thorough discussion of the whole matter and a careful inquiry into the future prospects of the export grain trade of the port, Vice-President Thayer stated that two new steel transfer barges had been built and would be in service in a few days. A new floating elevator has also been authorized by the management, but, owing to their inability to get a builder competent to enter into a contract to construct it, the railroad company will be obliged to build it itself. This it proposes to do as rapidly as possible, the plans being almost completed.

Mr. Thayer further stated that they realized that a new elevator was a matter demanding their careful consideration, especially if grain exports continued to increase, and he assured the representatives of the Commercial Exchange that they would give the subject serious attention, but, owing to existing financial conditions, no definite promises were possible at the moment. He suggested another conference within a year or six months, after the financial disturbances have subsided. Why so "sudden"?

RULING ON NEBRASKA ASSESSMENTS.

In overruling a motion for rehearing in the tax case of Central Granaries Company vs. Lancaster County, Neb., the trial court lays down the following rules for the assessment of the property of grain dealers in that state:

"The average capital of grain dealers is not the average of the total capital used in the business, but is the excess of such capital over the real estate and other tangible property which can be assessed separately. Average capital is not average purchases or average sales and cannot be found by adding together the amount of purchases or the amount of sales during the year and dividing the sum by an arbitrary divisor. The average capital is the average of the amount of cash and all other property of every kind used in carrying on the business. If there is an excess of this average of capital over the amount of real estate and other tangible property that can be viewed by the assessor, then such excess is to be added for assessment."

DOCKAGE TESTS.

The Bureau of Grain Standardization, of which J. D. Shanahan is expert in charge, seems to have a peculiar fascination for the Minneapolis Tribune's Washington correspondent, who has kept his readers informed, both of what the Bureau is doing and of what it is not doing. Just now, he tells us, "Experiments are under way to establish a mechanically perfect system of estimating the amount of 'dockage,' or foreign matter, in grain."

"The experts in charge of the work admit that thus far the experiments have not yielded results of a satisfactory nature, but it is believed a system of mechanical separation of wheat and other grain from foreign seeds and other extraneous matter will be found, which will practically settle the troublesome question of dockage in grain. A number of machines are being used in the experiments, combining the principles of wind separation, screen separation and grading of the grain. Many of these machines accomplish a separation of the grain from its accompanying 'dirt,' which is entirely satisfactory for market work, but the Government experts declare that a mechanically perfect separation must be attained before a standard can be offered for the settlement of dockage disputes.

"At present, the amount of dockage in grain is estimated by methods which are admitted to be inaccurate. The inspection departments of Minnesota and one or two other states have evolved systems which are as nearly perfect as possible, under present conditions, but in case of the frequent disputes over 'dockage' allowances, there is no mechanically perfect system by which such questions can be satisfactorily determined.

"The amount of dockage in grain offered for sale at the various exchanges, elevators, mills and for export, varies greatly according to the locality from which the grain comes. In the Northwestern wheat country, the dockage runs sometimes as high as three or four pounds to the bushel, the farmer losing this much on the value of the grain when it is offered for sale. As a consequence, the matter of dockage has become one of the most fruitful subjects of controversy in the entire scheme of grain inspection, grading and sale. If the Government experts can advise a mechanical separation of the grain from the accompanying foreign matters, which will prove accurate under all circumstances, there will be a court of last resort in the matter of dockage controversies which will greatly benefit both grain producers and grain dealers.

"The methods we have used so far in the experiments have not produced satisfactory results," said J. D. Shanahan, expert in charge of the Bureau, "and it is probable that new principles of separation will have to be devised. Neither the wind blast nor the screen separation entirely removes the foreign matter, as the seeds, chaff and like substances found in the grain are of so many forms and weights that a perfect cleaning of the wheat has been impossible. When the mechanically perfect system is finally found, it is the design of the Department of Agriculture to recommend it for adoption in all inspection departments, whether public or private, and in the laboratories of the boards of trade and grain associations where dockage allowances are estimated. The inauguration of an absolutely accurate determination of dockage in grain would have a marked effect in increasing the confidence of grain producers and sellers in the buying methods of the big elevator and milling firms."

"The Bureau is contemplating another important test also, which may make great changes in the present system of grain grading. The Government experts propose to undertake an exhaustive 'milling test' of grain, to determine the relative merits of the various grades of wheat for the making of food products. The object of these experiments will be to establish grades for grain based upon its value for milling purposes."

This article naturally stirred up the Minnesota department to an explanation of its methods, which Mr. Eva, chief, believes are as perfect as any machine can make them, each sample being tested for the dockage in the following manner: It is passed through various screens, each to remove some form of dirt. Then it is rotated in a pan and the remaining dirt floats and is scraped off. In the case of wheat, which is 60 pounds to the bushel, 15 ounces is weighed out for sifting. In the case of a 56-pound grain, sixteen ounces is weighed on a percentage scale. The dirt that is taken out is weighed and a slight computation gives the amount of dockage, which sometimes runs up to 32 pounds to the bushel. Four to five pounds is a fair average.

This dirt consists of pigeon grass seed, pig weed seed, fine cracked wheat, buckwheat, mustard seed, flax, etc. Cockle and anything else that cannot be removed is not counted as dockage.

WILLIAM H. ACKER.

The state of Michigan, which has ranked among the conservative states in all things, after nearly



HON. WM. H. ACKER.

sixty years has decided to have a new constitution; and, naturally, therefore, the "con-con," as the public now dubs the approaching constitution convention, has occupied the central spot of the focused limelight. Politically speaking, the membership of the convention is practically unanimous, there being only nine professed Democrats on the list; but doubtless there are many who may be classed as non-partisan members, like William H. Acker of Richmond, who, though nominated as a Republican, received 182 ballots at his election out of a possible 194 and who therefore represents the whole people. If to this we might add that other districts have selected equally able and accomplished representatives as has the Twelfth, the new constitution is likely to be a model.

For, while Mr. Acker has never been an office seeker nor has held any political office save that of president of the Richmond village government, he has always been a student of government and of our political history and of economics, as well as practical business in various important directions. Personally, he is not what is generally understood as a "good mixer," but he is affable and gracious in his home, and courteous alike to the customers of his bank and the man or boy who is in his employ. Never patronizing, he may yet be called the poor man's friend, having quietly tided many a struggling business man over hard spots. A man of uncommonly sound judgment and foresight, he is always ready to lend an attentive ear to those in trouble and to spend his time advising them and suggesting ways out of the difficulties. He never loafers, loafing or lags, but attends strictly to his business; and, a large employer of labor, he

is not too proud nor too dignified to put his own hand to any sort of work he will ask his men to do should the occasion demand. Mr. Acker's own view of the duty of the convention is very simple. "It is generally conceded," he has said to his constituents, "by all those who have the best will for all at heart, that large cities should have more power to enact laws governing themselves (if the people of the city by their vote see fit to do so). I believe that local affairs should be managed by local authority and general affairs by central authority. The present constitution should be merely reshaped and amended to meet the demands of the present and of the future as far as can be safely predicted. If this is done I believe it will be adopted by the people. But, on the other hand, if it is amended and reconstructed in the interest of any special class and not in justice to all, it will, and should be, rejected, and our work will be for naught." He has been made a member of the committee on rules, banking and expenditures, and his being one of the first names on the roll-call, his moral influence is expected to be very considerable.

Mr. Acker was born in Portage, Wyoming County, N. Y., on October 27, 1851, and moved with his parents to Rushford, Allegheny County, in 1865. He entered the Rushford Academy in 1865, graduated from that institution in 1870. Afterward he took a two years' course in Bryant & Stratton's commercial college at Buffalo. He went to Michigan in 1873, locating at Carson City, Montcalm County, where he engaged in the lumber and banking business. In 1878 he sold out his business and went to Richmond and established the Richmond Bank, at a time when there were but three banks in Macomb County. In 1891, together with the late Governor Higgins of New York and others, he organized the Higgins Land Co. and later the Olean Land Co. of Duluth, Minn. He is a director in both companies, with large holdings of timber and mineral lands in Minnesota, Washington and Oregon. In 1896, together with J. A. Heath of Richmond and Frank F. Fairfield of Marine City, he organized the Richmond Elevator Co., of which he is now president, and which has become one of the largest buyers of hay, grain and beans in the state, paying out direct to the farmers at the thirteen different places where they own elevators over \$750,000 annually. He is a director in the Parker Plow Co. of Richmond, a corporation he helped to organize in 1896. He is a member of the Michigan Bankers' Association and chairman of the executive committee of the private bankers' branch of that organization.

"If Mr. Acker has a fad," says an admirer, "it is as a collector, and one of his chief delights is to show his fine collection of pictures and curios to guests, telling the story of each. In his collection of relics of the Revolutionary War George Wash-



ington's flute holds an honored place, having descended to the family directly from the Washingtons. Both Mr. and Mrs. Aeker are, naturally, intensely patriotic, and Mrs. Aeker is chapter regent of the Daughters of the American Revolution for Richmond and Macomb County. When soldiers' reunions take place at Richmond their spacious home is thrown open as headquarters, and none is permitted to go to a hotel for entertainment while there is unoccupied space in their home."

Mr. and Mrs. Aeker both belong to and are regular attendants of St. John's Episcopal Church, Detroit, but are liberal contributors to the various churches of Richmond, their home town. Mr. Aeker is a member of the Masonic fraternity.

WHOLESOMENESS OF CORN.

[From a bulletin by Chas. D. Woods, D. Sc., Director Marine Agricultural Experiment Station, published by the United States Department of Agriculture.]

There are all sorts of popular notions about the effect of corn on the body. Thus, one occasionally hears it said that it is indigestible and unfit for persons of weak digestion. Old-fashioned cornmeals in which the skin was imperfectly bolted out and the fat of the germ, which readily becomes rancid, was retained, may have been digested somewhat less easily or less thoroughly than some other cereal foods, but it does not seem probable that the finely granulated cornmeals now commonly found on the market which contain little save the starch and protein of the grain would tax the digestive organs very severely. Experiments have certainly shown that such cornmeal is very well assimilated. Foods containing coarse material like the bran of cereals are believed to stimulate the movement of food through the intestines and so to counteract any tendency to constipation. From this standpoint the use of the coarser meals has an advantage which in most cases will doubtless make up for any differences in ease or thoroughness of digestion.

The digestibility of any ordinary cereal food is increased by thorough cooking, as this tends to break down the crude fiber of the cell walls and changes the physical or chemical nature of the starch so that it is more readily acted upon by the digestive juices. The more cellulose a food contains the more important it is that the cooking should be thoroughly done, and so the desirability of properly cooking cornmeal is obvious.

Corn is frequently spoken of as a good winter food, but as too "heating" or "heating to the blood" for summer. Just what these expressions mean is not easy to say. Carefully conducted experiments have shown that, as a rule, the consumption and digestion of carbohydrates and fats does not materially increase the output of the body heat, but that protein does cause an increase in the amount radiated or otherwise given off by the body. Generally speaking, however, in the few experiments which have been made with man this increased liberation of heat has not been accompanied by a sensation of warmth. Corn is not a typical protein food, as its protein content is not over 10 per cent, so it would hardly cause an appreciable increase in the output of heat from the body as compared with wheat or other common foods also supplying the different classes of nutriments in reasonable proportion.

Corn is rich in fat and carbohydrates and so is a fattening food, as its extended use in the feeding of farm animals abundantly demonstrates. Fat is known to protect the body from extremes of temperature, and so it may be that corn has been spoken of as a heating food, particularly valuable in the winter diet, on account of its fat-producing qualities rather than because of any specific heat-producing properties.

The term "heating foods" seems often to mean simply hearty foods; that is, those which because of their bulk, the length of time they remain in

the stomach, or for other reasons delay the normal recurrence of hunger for a longer time than usual. Some corn dishes, like cornmeal cakes with syrup, or the crackling bread of southern cooks which contains the pork cracklings or scraps left after lard is rendered, are unquestionably hearty foods, but no more so than similar dishes made from other cereals. Certainly simple corn breads and other simple corn dishes do not seem to particularly merit this designation.

In this connection it is interesting to note that corn has always been a more important foodstuff in the southern United States, Mexico and the Mediterranean regions than in corresponding northern regions, even where it is a common market commodity, and this would certainly indicate that there can be no reason for supposing that cold weather is more appropriate for the use of corn foods than warm. The most reasonable deduction from available data is that the way in which corn dishes are prepared and cooked, and the foods with which they are combined are more important factors than climate in regulating the use of these foods, and that, rightly used, corn bread and other corn dishes are wholesome at all seasons.

A curious and often fatal disease, which was at times very prevalent in Italy and the Balkans, was formerly believed to be due to the large quantities of maize eaten by the poor of these regions. This disease, which in Italy is called pellagra, begins with eruptions on the skin and in later stages is attended by serious intestinal and cerebral disturbances, and often terminates fatally. Carefully conducted investigations have shown that this disease is not due to the maize itself, but to a mold or fungus which readily grows in the grain when it is stored in damp places, as is commonly the case in these regions, and which in its growth develops poisonous substances. Fortunately, this fungus has never infected corn in the United States, but the evils which attend such infection emphasize the need of taking adequate measures to prevent it and show the advantages of thoroughly sterilizing the grain, as by kiln-drying, before it is used by either man or animals, for when once started such an infection is very difficult to check.

The occasional digestive disturbances which are noted after eating corn and corn products are of the same sort as occur with other foods, and may be due to overindulgence, to some personal idiosyncrasy, or some similar cause, and may be left out of account in considering the general question of the wholesomeness of this grain. That it is wholesome and well suited to its numerous uses as a food product is abundantly proved by its long-continued use under a great variety of circumstances and conditions and the high opinion in which it has always been held. Scientific investigations have abundantly justified the popular conclusions on the subject.

TEDFORD WINS OUT.

When some months ago Fred. H. Tedford was summarily removed from the office of chief grain inspector of Missouri by the Railroad and Warehouse Commission of that state, he held that the removal was without legal warrant, and brought suit to defend that position. On October 30 the Supreme Court of the state sustained his contention by handing down a decision in his favor. However, as the term for which Mr. Tedford was appointed expired on November 1, the victory was a technical one only. He is justified and will be entitled to his salary for the entire period. He is now traveling for a cement company, with headquarters at Macon, Mo.

His successor was H. C. Nunn, who has been re-appointed for a term beginning on November 1.

Pacific Coast wheat is coming eastward to the breakfast food manufacturers.

CENTRAL KENTUCKY GRAIN DEALERS.

The following is a list of members of the Central Kentucky Grain Dealers' Association, as reported to Secretary Courier of the National Association:

Lexington Roller Mills, D. C. Frost, W. H. Henderson, Logan Bros. & Haggin and Byrnes & Lewis, Lexington.

Offutt & Blackburn, G. H. Nunnelley & Son and R. H. Wolf, Georgetown.

Spears & Son, R. B. Hutchcraft and Paris Milling Co., Paris.

George Cogar, Danville.

Cogar & Co., Midway.

R. A. Dodd, Wilmore.

Wharton Bros., Keen.

Ed Willson, Shelbyville.

J. R. Shaw & Co., Jett.

M. R. Jacoby, Hutchinson.

W. P. Knight & Co., Nicholasville.

New Orleans exported in October 523,264.50 bushels of wheat and 214,285.40 bushels of corn.

J. Rosenbaum Grain Co., Chicago, are handling their export wheat this season largely through Port Arthur, Texas.



OCTOBER WHEAT.

The Bull thinks he can get more money with those weapons.

He's gotten considerable already. Will he get more?—Zahm & Co.'s Letter, October 12.



FOREIGNERS HAVE "TAKEN" A LOT OF WHEAT LATELY.

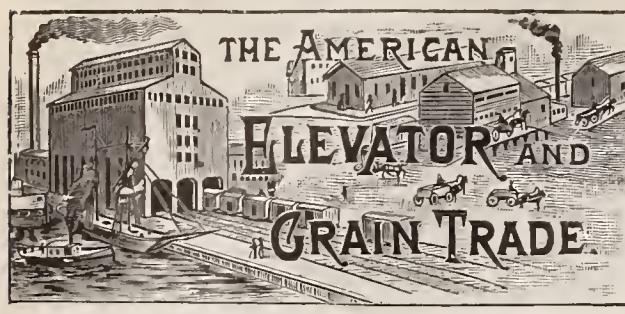
Some millers, and also many dealers, don't like to see it "going." They say we haven't it to spare, while others say we have a surplus, etc.

Five millions "went away" this week and bulls claim this is why wheat should and will sell higher.

Of course they may be wrong. Who knows?—Zahm & Co.'s Letter, October 19.



STUNG!—Zahm & Co., October 26.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., NOVEMBER 15, 1907.

Official Paper of the Illinois Grain Dealers' Association.

THE CRISIS.

The financial crisis is distinctly a bankers' affair. Whether Western bankers merit the criticism of our clever contributor, Mr. Rutherford, is a question for the reader—many will agree with him; but an examination of the situation discloses the fact that while the number of failures for October, 1907, was the largest since January and the largest for October for ten years, nevertheless, the liabilities of twenty failures of financial institutions furnished all of the \$139,000,000 of liabilities, save \$25,000,000. Originating, as the crisis did, in a stock squeeze, nevertheless there were almost no actual disasters on the stock exchanges, nor on the grain exchanges; and it is remarkable also that of the suspending trust companies some have resumed, and the absolute insolvency of some others is not alleged. Real business was unaffected until the banks stopped paying cash.

If there is a "want of confidence" it must be in the bankers' methods, not in the banks themselves or in the business of the nation or in the ability of the country to take care of its liabilities if given a chance to market its commodities. What seems to be needed above all things else in our financial system is the utter and immediate divorce of bankers from "business" alliances. Bankers should be bankers and nothing else; have no entangling alliances with promoters, stock jobbers, speculators of any kind—no other kind of business that can give them any other than an absolutely professional attitude toward depositors' money—that only of its custodian and the medium by which the surplus cash of one set of men is put to the use of other sets of men who need it and are willing to

pay for its use and are able to return it to its custodian on call or according to the terms of the contract of loan. We may invent legislative devices as we will; but crises of the present sort will never be wholly at an end until the alliance of bankers and "business men" (in the Wall Street sense) is at an end. Public opinion will not permit such partnerships in financial institutions abroad; why should it do so here?

GOVERNMENT INSPECTION.

Washington correspondents announced on November 8 that "federal inspection of grain, similar to federal meat inspection, is on the cards for legislative enactment by Congress." The "threats to the foreign trade" contained in the complaints of condition by foreign buyers of our export grain and the activity of Senator McCumber have, it is said, convinced the President, who has "endorsed" the bill by Senator McCumber, outlined by him in an article found on another page, and which will carry an appropriation of \$850,000 for taking over the inspection service wherever such service now exists.

As the habitual reader of these columns is aware, this paper has anticipated such "endorsement"; not that national inspection is needed or is desirable, but because the conversion of the Government into a vast system of inspection and detection is going on with tremendous rapidity. The last Congress voted \$9,000,000 in salaries to Government inspectors, an increase in ten years of over 500 per cent. The list of private industries and trades saddled with "inspectors" has already become a formidable one; and the end is not yet, apparently.

Yet the Government inspector with great difficulty justifies his own existence. Although a man may bear the Government's label, he is the same sort of clay that other erring inspectors are made of; and we need not be reminded that Government inspection of banks does not prevent such spectacles as the Heinze-Morse system of pyramiding for their own purposes on the flimsy foundation of an I. O. U. Of course, it is realized that in one sense this is begging the question—inspectors do save some banks, and are otherwise useful in many directions. The chief objection to the presence of its inspectors is the mere fact that the Government is meddling in private business in a way it really has no warrant for doing. Government at best is a matter of Tite Barnacles and Circumlocution. The New York Evening Post, referring to another phase of this same question, asked:

What is going to become of the enormous and intricate interstate business of the country if it is all placed at the mercy of an army of Government inspectors? We are supposing them absolutely incorruptible; but could they be depended upon in the least for those rapid and sure decisions, that instant dispatch of the affair in hand, which is of the very essence of great business? The resulting delays and even deadlocks in the transactions upon which they had to pass would be calamitous. Something of the sort has already been experienced in so specialized a business as railroading, even under partial Government inspection. Never have ship-

pers encountered so many uncertainties. Never have railroad officials felt so doubtful about their powers and liabilities. Increase all this many fold by subjecting all commerce between the states to federal inspection, and how much business dash, flexibility, and enterprise on a large scale would you have left?

The objection, of course, suggests itself that the grain trade asks for "inspection," or "control," of railways; why, then, object to "inspection" of its commodities? But such objection overlooks the fact that commodities are private properties, over which private buyers should be able to retain constant control, buying and selling as a matter of will. But every man is *forced* to employ the carriers; and it becomes the Government's duty to enforce fair play as between individuals and localities by corporations to which have been given functions otherwise exercised only by the Government itself, and so have passed out of the category of strictly private concerns.

MORE SOFT CORN.

The whole range of the corn belt is again filled with green and damp corn, only a very small part of which will be ready to ship before December; and probably most of it not until after January, if then. Now everybody knows what that means—wasted grain, spoiled in transit, a loss to both growers, handlers and buyers for consumption. So the question really comes to this: Is it worth while—is it right—to force the marketing of grain in the form of perishable stuff, when by waiting a few weeks the grain could go into trade with safety? Every dealer will answer that question in his own way, even after he has advised his colleagues to "go slow."

But this annual recurrence of soft corn has suggested the inquiry, Is there not something wrong with the growing of corn in these days that produces this condition of wet corn season after season? We believe this inquiry is now under consideration by the experiment stations; but in the meantime we may not forget that the difference in the method of market grain obtaining to-day from that of thirty years ago may conceal the fact that corn in the old days was as wet in November as it is now, but that it wasn't rushed to market so freely in that condition; both farmers and dealers, particularly the latter, were more deliberate. In all canal country, where the writer was raised, dealers cribbed on their premises the corn the farmer delivered in the ear in the winter, and shelled it in the spring after navigation opened. It was in the pink of condition then.

But, as a farmer of Illinois writes the Indiana Farmer, the great Corn Exposition of October showed an "unusual percentage of soft corn" among the exhibits; and yet these ears were of course the ripest and soundest of the entire crop. If so, what must the bulk of the crop be? This farmer said:

I believe it is time to make a halt, and see if we are not going in the wrong direction. We have been selecting the biggest seed ears possible; we have been growing seed ears upon rich red ground, been selecting the biggest seed ears possible; we

use them for seed. Instead of getting a crop that would mature in any ordinary corn-growing season, our methods tend to produce a later crop each season.

Certainly this is a vastly important question—so serious, in fact, that the writer quoted says that one firm of grain buyers in Ford County, Ill., stated they would be willing, at their own expense, to undertake to introduce earlier maturing varieties in that county. He himself says: "The way to help matters is to plant earlier maturing sorts; and when home seed is used, to select seed ears from old ground. These ears will likely be smaller than ears grown on sod, but they will produce an earlier crop."

RIVER TRANSPORTATION.

There is an element of truth in the remark of the "Railway and Engineering Review" that, "River transportation has died the death and cannot be revived." But it is only a half truth. River carriage has indeed died; or, rather, it is moribund for the time being, because the rivers have died. That is to say, as the natural result of the subduing of the land, their volume of water has decreased. The drainage of the land is slower and the flow of water into the streams more evenly distributed over the year and is actually less in volume. If, now, the rivers were restored to their original depths by systems of slack water navigation, the boats would return; for, cheap as is railway transportation in this country, it could not compete with waterways where the waterways should be made permanent. This is the truer now, since the Hepburn act prohibits those discriminations which, when deliberately devised, late in the '70's, by the Rock Island Road, destroyed the I. & M. Canal business. That system of "a division of through rates" which were not through rates at all, but devices, doesn't go now; and were there any elevators left on that waterway the channel might be utilized to-day to carry grain; but after thirty years of systematic slugging by the railroads the houses have disappeared, almost to the last single one.

River and canal transportation is dead for the time being; but the work of the crippled Erie Canal this season is an indication of what waterways will some day do when they shall have been revived.

DOCKAGE IN MINNESOTA.

While the farmers of North Dakota and Bunker Macfadden and Senator McCumber are waiting, growling the while, for the experts of the Agricultural Department to develop a machine to determine in an ideal manner the true dockage on grain (including the discount that might be charged on account of milling value?), why don't they use, at the farm, the testing machines that are used by the Minnesota inspection department to determine that dockage, or insist on its use at the country elevator? A few sieves, a pan and a little manipulation do the business—a farmer in North Dakota can do it as well as a man at Minneapolis or Duluth.

Isn't it a fact that the trouble comes from

the fact that the farmer prefers to market his dirt with his wheat, on the supposition that he will get more for his wheat and dirt than for the clean wheat? That is to say, the dirt weighs something, for which the farmer expects to get pay as if it were good wheat; and because he doesn't, he is cross. No man who falls afoul of the law ever has a good opinion of it; any more than does a sharper of the man who overreaches him.

THE BILL OF LADING.

The hearing at Washington on October 15 on the bill of lading was so largely attended that the Commerce Commission must have been thoroughly impressed with the vast importance of a right solution of the problem now before them. It has taken a long time to bring this matter to this pass, owing, in the main, to the stubbornness of Mr. Fink and his colleagues representing the railroads, who seemed determined to make no concessions from the arbitrary position assumed three or four years ago, when the Commission first heard objections to the uniform bill then proposed to be summarily forced upon the shippers of the country. There is reason to believe that this high-and-mighty, the-public-be-damned attitude of the carriers toward this question of a bill of lading demanded by the exigencies as well as the long-established customs of American commerce and trade had its effect on public opinion to force the passage of the legislation of which the carriers complain, although all unjustly, since there is no reason to believe that the Hepburn bill has cost railway treasures one penny, nor them the least inconvenience, if one excepts their present necessity of "cutting out" special friends.

J. W. McCORD.

Cards received at this office announce the marriage, on October 22, of Joseph Wesley McCord of Columbus, O., and Mabel Helen Root of Kalamazoo, Mich. The "American Elevator and Grain Trade" joins in the expressions of felicitation that have poured in upon Mr. and Mrs. McCord from all parts of the Middle West and the Atlantic Coast, where Mr. McCord is best known by members of the grain trade and shippers generally, but begs to assure him that there is not one among them all that can convey in words anywhere near what the writers really feel of good-will toward him.

For the mystery of this pleasant affair is how "Joe" found time to do it. A busy man with his own business affairs, he is still busier in the more than neighborly work of helping other men to a fair deal in their affairs. As secretary of the Ohio Grain Dealers' Association, he does (so far as conditions make it necessary) the work done by the other state secretaries, who devote their entire time to the work and for a small fraction of the salary paid them; and even this meager allowance to him is rather in the nature of a honorarium than a retainer.

The same abnegation of self obtains in

his relations to the Ohio Shippers' Association and to the Ohio Grain Dealers' Mutual Fire Insurance Company, of both of which he is secretary, and we know not how many other local bodies or movements are similarly indebted to him. A rare man is Joseph Wesley McCord; and if, indeed, a man "acquires merit," as the Buddhist hath it, by personal service to his neighbors and business associates and friends, known and unknown, McCord's name, like that of that other lover of his fellow man, will "lead all the rest."

EQUALIZING DISABILITIES.

J. W. Midgley, certainly a very able railroad man, speaking of the reconsignment privilege, which really he thinks should be abolished, because it interferes with the owning road's use of its own cars, very justly complains of the abuse of this privilege by shippers or receivers who hold cars deliberately, paying the demurrage charge, of course, for the privilege. This, he says, is often done because of the inability of the receiver "to compete, in the prompt disposition of freight and consequent release of cars, with the owner of abundant warehouse room." Wherefore he asks:

Upon what just principle can it be claimed that railroads should equalize the disabilities of rival shippers? The commonly accepted theory is that Providence rules in and shapes the affairs of men; why then should railroads be expected to interfere with the exercise of the Almighty's prerogative? Is it not time that an end be put to the penchant to rush in and protect shippers from every descending blow, especially when those are the result of persistent demands for rate regulation?

This is hardly ingenuous. Railroad and rate regulation, as asked for by the public, is not designed, as Mr. Midgley knows and none better, to equalize the disabilities of rivals in business, but to prevent the carriers, whose services must be used *nolens volens*, from adding to those natural inequalities of men that the Almighty did provide for certain unnatural ones, created by themselves, which hitherto have played the part of the *deux ex machina* and distributed favors and disfavors that Providence did not provide for. If men are not in a position to do business according to the rules of the game as laid down by law or trade custom for the, say, "average man," let them suffer the penalty of their disabilities; but the carriers should not be permitted, as they used to be permitted, to say who should or should not do business.

MORE SHOPS GONE.

Another victory has been won by the reputable exchanges over the bucket-shop at Minneapolis, when Judge Brooks enjoined sixteen "independent grain companies" from "getting, posting, using or disseminating" the quotations of the Minneapolis Chamber of Commerce on the day they are made, and from operating telegraph or telephone wires to transmit the Chamber quotations. What is now needed is more education of the public and the police of small towns in the real nature of the transactions carried on by this class of vermin.

Editorial Mention.

"Economy and good management are excellent artists for mending hard times."—Samuel Drew.

Anyway, Superior won't have to sit up nights any more worrying about devices for slugging her grain trade.

The Illinois Manufacturers' Association declares officially that while an ordinary freight car moves but 24 miles a day, a Standard oil car moves 124 miles daily. Why, of course; aren't they properly greased?

The action of the sprinkler system in the Superior fire, noted in the illustrated article on that disaster, will draw attention to a device in fire protection which has not been as freely utilized on grain elevators as it might have been with good results.

"Contracts are contracts," said Fred Mayer at Columbus the other day. So have said several circuit judges in Illinois recently; and certain farmers who signed grain contracts they intended to live up to only should the price of corn go below that named in the contract will have reason to remember the simple statement.

The officers of the National Corn Association have begun the publication of an organ, "Corn," from the office, we assume, of Secretary-Treasurer J. Wilkes Jones, at Ames, Ia. The first number contains the Constitution and By-Laws of the Association and the prizes awarded at the Chicago Corn Exposition in October.

Grain men in the Northwest are kicking about the kind of cars they get for grain shipments. Well, so long as they get any old car that will hold grain after coopering, they ought to be satisfied; because a clever loader with special lining paper or cheesecloth in addition to the usual coopering can make a pretty old car do fairly well.

President Nelson of the Society of Equity having demonstrated that the Society in the Northwest could hold barley at \$1 in Chicago, and successfully controverted the "Adam Smith doctrine of supply and demand," barley promptly took a tumble of 25 cents in a single day in Minnesota markets. Talk about the perversity of inanimate things, what about this?

Nothing has been more admirable than the behavior of the West during the present crisis. Responsible for none of the commotion or the anxiety, the greatest sufferer by it through the temporary loss of its ability to market the products of its farms and mills, the West has been patient, has counseled patience, has kept its head at all times, and now awaits the end as one ready to resume his work of feeding the world and restoring equilibrium to the American financial world by generous contributions from its fertile fields. The West has been called "wild and wooly" by those "Downeast-

ers," who eat pie with their forks, but when it comes to the real pinch of things, then all eyes turn as ever to the West—God bless her!

A railway clerk at Columbus, O., recently invented a new form of swindling by substituting bills of lading and routings at the transfer point. How much he realized is not known, but probably some \$4,000, more or less. We are not sufficiently expert in railway mysteries to say whether the theft was due to methods that may be changed and corrected; but at least it will cause railway detectives to sit up and take notice.

Adolph Keitel, a New York malt broker, has discovered that there is a malt trust and has rushed into the newspapers about it. It is said he has written to all consumers of malt in the country, urging them to insist that contracts with them by the maltsters be fulfilled at once, and to banks, saying it is dangerous to lend money to maltsters now, because malt prices are bound to fall and some of the malt concerns will go under. Somehow we have a hunch that Adolph has "seen things" before now, and has been cultivating his own seriousness rather more than the occasion and himself really warrant; he is in danger, as someone has suggested, of disarranging the "relation of his ego to the cosmos"; and there is some hilarity in the de-files of New Street.

It seems to be a question which is the more destructive to property in the United States, the "fire bug" or all the rest of bugs on the list. On the whole, "the field" has probably beaten the "fire bug," if the estimate of President Wm. Dutcher of the Audubon Societies is correct, that insects do a damage to the crops of 800 million dollars annually. This estimate, as we recollect, is more than twice the usual allowance made for bug feed, but even 300 millions is enough. Mr. Dutcher, being a faddist, or at least a hobby-rider, says this great loss is due to the destruction of the insectivorous birds. Nevertheless, the greenbug would have kept his birdship pretty busy last spring, even were he on hand in all his pristine numbers, as we all would like to see him.

In view of the reports coming into them from Indiana, Illinois and Iowa, all bullish in the extreme on corn, Pope & Eckhardt Co. are perhaps to be excused for their want of confidence in Secretary Wilson's bearish Government report on corn. "Great work," they say, "in the service and interest of agriculture, and certainly glory enough for one day!" The crop is said to be 2,553,732,000, or 100,000,000 bushels more than the estimate of a month ago; reserves in farmers' hands said to be 130,995,000 bushels, vs. 119,000,000 bushels a year ago. Yield per acre 26 bushels, vs. 30.3 a year ago, and ten-year average of 25.4. A month ago the yield was estimated at 24.9 bushels, while the fact is that it was during last month that the lessened yield per acre was distinctly recognized by growers and dealers.

Many well-informed men candidly believe that the yield per acre is 10 bushels less this year than last. If correct, the crop is 980,000,000 bushels less than a year ago." Time of course will tell, but it must be admitted that the optimistic secretary's enthusiasm may be as catching as the measles.

Former President Everett of the American Society of Equity is at least a sadder man. The founder of the Society, either he or it couldn't stand prosperity; and accused of "grafting," he was ousted and a Nelson reigns in his stead. So in the "very torrent, tempest and, we may say, the whirlwind of his passion," he has shaken the dust of Indianapolis from off his feet and betaken himself to Evansville, while the Society enjoys the excitement of a second marriage, so to say—"a triumph of hope over experience," as Disraeli once put it.

In the October number was given a graphic illustration and description of how two men lost both their lives in a grain bin of a Boston elevator. Only a few days thereafter S. M. Bellamy of Sweet Springs, Mo., was smothered apparently in somewhat the same way. He was unloading a car of wheat; and when the grain caked in the bin, he got into it to open the chute, and the grain caved in on him. It is amazing that men will run these great risks; but we suppose no warning of the desperate character of the risk will deter the venturesome. The best that can be done is to warn men not to get into grain bins at all.

The grain trade of Illinois and patrons of the Chicago market will be disposed to congratulate itself on the reappointment of Chief Grain Inspector Cowen. Mr. Cowen is the first inspector for a number of terms who has felt it consistent with the nature of his pull to consult with the trade upon the manner of conducting his office. He has, therefore, rather shattered the traditions of the office, whose chief indeed would permit the trade to "holler in his rain barrel," but only as a matter of form; whereas in Mr. Cowen's time the inspector and the trade have actually become well enough acquainted to slide together on the cellar door. The result has been most beneficial in many ways.

The "Corn Show" has been called a feature of the West. It may become so; but until the great Chicago Corn Exhibition the "corn shows" and "corn carnivals" of the West had been but other forms of the "street fair," whose rapid descent into the disreputable by its leanings toward the dissipation features soon destroyed any possible value it may have had originally. Even the Peoria show of a few years ago was barely redeemed by the energy of a few individual corn growers, who did somewhat to give it a practical turn. Let us hope, however, that the Chicago Exposition has at last set a new standard, at which all future shows, like the one projected at Kansas City for next year, will have to aim, which

shall make corn—high-class scientific corn culture and corn breeding—and the education of the corn grower and not dissipation the real purpose of the "show."

The State Association of Farmers' Elevators of Minnesota is going to hold a state convention at Minneapolis on December 17. If this most respectable, but rather opinionated, body of citizens could but be induced to co-operate with other grain buyers of the state, their united influence might accomplish something worth while. But it is a curious fact that whenever a company of farmers get together for a business purpose there's generally a man or two with wheels in the midst of them; and that's the end of common sense. Will the Minneapolis affair be an exception?

The farmers' company at Mason City, Ill., is putting in a hot-air grain drier. If more regular dealers would do likewise there would be less complaint of corn going to the bad. Apparently wet corn (excess of 13 per cent of moisture) has become a permanent condition of the crop until at least summer-shelled corn comes along; and there is no other way to insure its delivery in sound condition except to dry it. And drying corn is no longer a mysterious process; any man of good common sense and gumption can run a drier after a short experience, assisted as he may be by simple apparatus to test his work at all stages.

Replying to an accusation of discrimination made by a grain elevating company to the Public Service Commission of New York, the New York Central asserted that the accuser itself had been guilty of rebating. The elevator company had offered its agents one-quarter cent a bushel for all wheat sent to its elevators, and the agents in turn paid a bonus of like amount to shippers who used the elevators of their principals. In order to offset what it considered an unfair discrimination the railroad company charged a higher rate on wheat shipped to the rebating elevator company. But the right of the railroad to assume the role of a dispenser of even-handed justice is not very clear, however honorable its intention: its role in such a case is that of complainant, not that of judge on the bench.

Ashley J. Elliott, manager of the Illinois & Iowa Car Service Association, charges the Illinois Grain Dealers' Association with inconsistency in adopting the car-shortage resolutions published in another column. He says, in the Herald-Transcript, that Peoria dealers might materially aid in easing the car shortage by unloading their cars more quickly and thus getting them back to the country. "We endeavor to furnish cars for transportation purposes, not for storage," he said. "There are grain men right in Peoria who have held numbers of cars more than a week each, within the last few weeks. I tell you the shippers must join with the railroads in this thing. It is not sane; it is not reasonable for the men who are practically responsible for the

car shortage to be the ones to try to compel the railroads to furnish cars. Resolutions and laws don't create cars." Of course not; neither apparently do managers of Car Service Associations, whose business it would appear to be. Mr. Elliott might try getting busy in his own office; not in a newspaper shop.

A point entirely new (to us), except in matters of police control, is made in a suit brought by James Lane at Cincinnati against the Odell Stock and Grain Company, a bucket-shop, to recover a loss on the plea of gambling. Lane has made the First National Bank of Cincinnati one of the parties defendant, on the ground that it leased the chambers occupied by the Odell company. A recent speaker in Chicago said that a good many very nice people are now residing in California because the habit of leasing their property at Kansas City, Kan., to illegal businesses makes it impossible for them to return to Wyandotte County. If the same principle of law can be made to apply to the lessor of offices to a bucket-shop as to any other form of gambling or disorderly house, a long step will have been taken toward its extinction.

There is not particular pleasure in recording a failure with the addendum, "I told you so." But the fact that the Society of Equity has arrived at that stage of its development where like any protoplasm by reason of its own nature it has broken in two, or been torn asunder amid the thunders of "graft" hurled at both the "dead and the living," is really no surprise. It is a very difficult matter to keep men who ride hobbies on the course. It is a saying that "the crank is one who attempts to put into practice ideas that other people are content to deal with as theories;" and the trouble with the enthusiastic Equity man is that his ideas cannot be worked beyond or outside the realm of theory, because when a man undertakes to put to practical test a thing that he is perfectly sure of, but actually is mistaken about, he at once gets into trouble. This is the fate of the Society of Equity.

The most lamentable effect of the yellow newspaper upon the nation is its insidious but no less certain undermining of the normal, or sane, attitude of the country press and a class of public men not exposed to the lime-light of national notoriety to the commoner affairs of home and the commonplaces of everyday life. We are rapidly getting to a state of mind when we are no longer able to think without the prior stimulus of an abnormal mental thrill, expressed in the yellow sheets by 2-inch wood type headings and always based on evil-mindedness. Public men can no longer abide contentedly doing their duty as servants of the public unless a brass band plays under their office windows to notify a gaping public that attorney-general this or governor that is preparing another "thriller" in the way of prosecutions to hold our nerves in tension. So we hear now from Texas that the "grain trust"

(that is, the millers' and the grain dealers' associations) are to be investigated and prosecuted and the millers' association held up for a \$16,000,000 fine, while in Iowa there was a disgusted exhaust of editorial hot air around the grand jury room when that body decided to pass up the investigation of the Iowa "grain trust." This condition of the public mind is distinctly unwholesome and does not conduce to wholesome business relations of men; but it will never be changed until the public itself frowns in a practical way on the newspapers, country and urban, which continually preach the damnable doctrine that all public men are thieves and all associations of honorable business men conspiracies to rob.

The Hennepin Canal, cutting across Illinois from Hennepin on the Illinois River to Rock Island, with a feeder to Sterling on Rock River, was opened for traffic during the last week of October. This canal is 52 feet wide at the bottom, 80 feet at the surface and 7 feet deep. Its locks are built to carry a barge of 600 tons' capacity. The opening of the Rock Island level several years ago permanently reduced the freight on coal to the three cities of Rock Island, Moline and Davenport and the opening of the feeder has already done so to Sterling. It is not at all unlikely the new canal will next season have a fleet of grain boats; and it is said that Turner, Hudnut & Smith of Peoria may erect a line of elevators at the canal towns, the route being an easy and excellent one to Peoria. Unfortunately the locks of the I. & M. Canal, the natural outlet to Chicago of the new channel, are too small to pass a Hennepin Canal boat of the economical size.

The carriers have no occasion to-day to complain of bad treatment so long as the public gives them all the business they can attend to substantially at rates approved by themselves alone. The blockade at Buffalo, at such a crisis as this, when every bushel of grain at the seaboard for exportation means gold to relieve the pressure on our banks, and through them that upon business men of all classes, coupled, as it has been, with notice of an embargo on further business until they choose to relieve the situation, is itself a serious indictment of railroad capacity to meet the duties commerce puts upon them. Mr. Ely Bernays, in a letter published on another page, writes under extreme self-control under the circumstances. Perhaps when the Erie Canal improvements are finished the Buffalo carriers may change their attitude of indifference to public needs for better service. When, aside from the damage to the general public of their course, an individual, by reason of railway delays, is obliged to pay 70 per cent for money to pay cash drafts and pay damages for cancellation of steamer contracts for grain held at Buffalo, he is apt to make other people believe that he, as well as they, have been abused.

TRADE NOTES

The Marseilles Manufacturing Co. of Marseilles, Ill., did a larger business in October than any month this year, sales aggregating a big increase over the same month last year.

The No. 8 mill and elevator donated by the N. P. Bowsher Co., South Bend, Ind., as a prize at the National Corn Exposition, was awarded to Ray F. Bennett, Ames, Iowa, in Class C.

Catalogue D of the Jeffrey Mfg. Co., Columbus, Ohio, is devoted to coal and ashes handling machinery in power plants and illustrates a number of Jeffrey equipments installed for this purpose.

The gas and gasoline engines manufactured by Fairbanks, Morse & Co., Chicago, are found all over the country in plants where a reliable power is wanted. For elevators they are especially desirable since they are so well constructed that break-downs are almost unknown. The firm has a special catalogue, No. Ev. 544, that will be sent to grain dealers on request.

Chas. H. Near, who has been representing Prinz & Rau Manufacturing Co. of Milwaukee, Wis., in Chicago, has succeeded J. H. Henderson as representative of the company at Buffalo, N. Y. Mr. Henderson has accepted the position of head miller at the new Globe Mill in Lockport, N. Y. The Milwaukee house is now represented in Chicago by W. G. Clark.

The Canadian Pacific Railway is installing eight 75-horsepower Evans Motor Attachments in connection with the eight 75-horsepower motors operating the receiving and shipping legs in their million-bushel steel Elevator "B" at Fort William, Ont. The superintendent estimates that these improvements will effect a saving of about \$1,500 per year in belting, buckets and machinery, which have heretofore been destroyed by the "backlegging" and chokes, besides the saving in time and the greater convenience of operation.

St. Louis has long been at a disadvantage, in the matter of caring for hot or damaged grain, from the entire absence of drying facilities. Last year one firm there shipped over one thousand cars of corn to the Hess Driers at Nashville for treatment. The Hess Warming and Ventilating Co. is now preparing a large drier, with a daily capacity of 30,000 bushels, to be erected for the Burlington Elevator Company at St. Louis, which, it is promised, will be ready for use by January 1. Two smaller Hess Driers are now being erected at the Ralston Purina Mills, also.

DURUM AT MARSEILLES.

While Marseilles cannot itself absorb American flour, owing to a duty of over one cent a pound, it is probably our best single customer for American hard or macaroni wheat. The importations of these wheats into Marseilles have been as follows during the few years since America has been producing these varieties:

	1904. Tons.	1905. Tons.	1906. Tons.
United States.....	.....	40,917	112,888
All other.....	193,614	269,291	98,787
Total.....	193,614	309,338	211,675

From January 1 to September, this year, writes Consul-General Skinner, Marseilles has received 50,859 tons of American macaroni wheat, and the business will continue according to crop results in the United States and other competing countries. Prices and conditions for grain at Marseilles on September 11 were: Orders sent for macaroni No. 1 at 20.25 francs c. i. f. (\$3.91) per 100 kilograms (220 pounds), American sellers holding for 20,625 francs (\$3.98). Other local prices were: Russian soft wheat, spring, 22.25 francs (\$4.29); Russian soft wheat, winter, 22 to 23 francs (\$4.24

to \$4.40); Azof hard wheat, 20.5 francs (\$3.96); Russian and Danubian corn, 14.5 to 14.75 francs (\$2.80 to \$2.846); forage oats and barley were held above African prices and were therefore ruled out.

LUVERNE A. LEWELLYN.

Very many of the enterprising young men engaged in the grain business have known no other vocation. This experience is that of Luverne A. Lewellyn, the subject of this sketch, who is now president and general manager of the Merchants' Grain Co. of Chicago.

Mr. Lewellyn was born at Marshfield, Ohio, on July 9, 1876, and spent his early days at Watseka, Ill., to which place his parents had moved in 1886. Here, in 1893, he started in the grain business with John S. Smiley, who owned and operated a country elevator. After learning the country side of the business he removed to Chicago in 1895, engaging with H. Mueller, now Mueller & Young Grain Co. Here he had two years' experience, after which he went with Van Wie & Moorhead,



LUVERNE A. LEWELLYN.

with whom he remained for eight years. On the formation of the Merchants' Grain Co. on the Chicago Board of Trade, in February of this year, he became its president and manager. Under his direction the firm has made a steady growth in both its receiving and futures departments.

The firm is represented in the country by John C. Werner and Edward Plagge.

A QUESTION OF REBATES.

In the course of an examination into the justness of a complaint filed with the New York Public Service Commission by the Spencer Kellogg Co. against the New York Central Railroad Co., the attorney representing the railroad company admitted that there was a discrimination in freight rates against the Kellogg Co., for that company did not get the same rate on shipments as other elevators in Buffalo; but it was affirmed by the same authority that the Kellogg Co. allowed its agents at Chicago—White & McDougal, grain brokers—a rebate of a quarter of a cent a bushel for all grain that was sent by them through the Kellogg Elevator.

The Kellogg Co. claims that, as it is not a common carrier, it has the right to give this rebate and is entitled to the same rate from the railroads as other elevators. The New York Central Co., however, takes the ground that the Kellogg Co. cannot give this rebate and declared that if the rebating is stopped the Kellogg Co. will be given the same rate as other elevators.

The question at issue, then, is the right of the Kellogg Co. to pay its rebate, and if that is sustained the railroad will have to grant the usual rate. The hearing was continued.

Send us the grain news from your neighborhood.

PERSONAL

Joe Spillman has succeeded Henry McDougall as grain buyer at French, Minn.

Fred Hornfeld of Tremont, Ill., will take charge of the grain elevator at Leslie Station, Ill.

H. L. McDougald of St. Cloud, Minn., is in charge of the Amenia Elevator at Pembina, N. D.

Joe Holdiman of Dunkerton has charge of the grain elevator at Dewar for Follett & Emert.

J. J. Butler is managing the Edwall Grain Elevator Co.'s warehouse at Harrington, Wash.

L. E. Larson, well known to the grain trade, has moved from Hutchinson, S. D., to Hecker, N. D.

J. A. McBrady of Fosston, Minn., has gone to a North Dakota point as buyer for a grain elevator.

August Moses has retired from grain buying at Cannon Falls, Minn., and will move to North Dakota.

A Mr. Knapp has assumed charge of the National Elevator at Kempton, N. D., as agent for that company.

John A. Peterson of Cokato, Minn., has taken charge of the Cokato Elevator Co.'s elevator at that place.

Jack McConnell of Adams, N. D., has gone to Kempton, N. D., to take charge of the Cargill Elevator Co.'s plant.

D. J. Smith has been succeeded by Charles Baker as buyer for the Rock Mill & Elevator Co. at Pretty Prairie, Kan.

Andrew Thronsen, a well-known farmer, has been given charge of the St. Anthony & Dakota Elevator Co.'s warehouse at Fosston, Minn.

Jerome Wedin has been appointed agent for the Monarch Elevator Co. at Brainerd, Minn., and is now in charge of the Hessel Elevator.

William Cox of Hartington, Neb., is now in charge of the Hawkeye Elevator at Yankton, S. D., in place of Gerard Smith, who recently resigned.

Emil Paul of New Germany, Minn., has moved to Mayer, Minn., where he is buyer for the State Elevator Co., which operates an elevator there.

A. L. Stoner of Henderson, Minn., has secured a position with the A. H. Poehler Co. as grain buyer. He formerly had charge of the Peavy Elevator at East Henderson.

Frank Ryder of Buffalo, Minn., has been employed in the new grain inspection bureau established by Emil Boerner, for the government, at Minneapolis, Minn.

William Scott fell off a ladder while tying a grain spout in the plant of the Trans-Mississippi Grain Co. at Sloan, Iowa, and received painful injuries to his back.

J. B. Mulvey, for the past six years manager of the Atlas Elevator at Doon, Iowa, has resigned and will go to California. He is succeeded by Eugene Sullivan of Alvord, Iowa.

Ernest Lattimer, general superintendent of the Manchester (England) ship canal, has been in Boston, Mass., for the purpose of furthering the grain and other business between Boston and Manchester.

Arthur N. Whiting, for eleven years an employee of the H. E. McEachron Elevator Co., has moved from Marathon City to Wausau, Wis., where he will be superintendent of the plant. Henry Stanke succeeds him at Marathon City.

R. A. Poits, assistant state grain inspector at Kansas City, Mo., is said to be considered by the Missouri Railroad Commissioners as a possible occupant of the office in charge of the grain inspection bureau at St. Joseph, after he has had a little more experience.

Charles Siman of Chicago has been appointed grain inspector and weighmaster for the Sioux City (Iowa) Board of Trade. He is about 40 years of age and has been a grain inspector for the Chicago Board of Trade since his boyhood. Mr. Siman took up his new work on November 1.

The grain trade, especially that portion of it centering in Ohio, was gratified last month to learn of the marriage of Joseph Wesley McCord, secretary of the Ohio Grain Dealers' Association, and Miss Mabel Helen Root of Kalamazoo, Mich. The wedding ceremonies occurred on October 22 at Kalamazoo. Mr. and Mrs. McCord will be found at home by their friends after December 1 at 24 South Monroe Avenue, Columbus, Ohio.

The Kansas Inspection Department handled 5,591 cars of grain in September.

A NORTH DAKOTA CASE.

At the October meeting of the North Dakota Railroad Commission a petition was filed by certain farmers of La Moure County asking that the charter of the Andrews & Gage Elevator Company be revoked. The petition is based on the allegation that at Berlin, a small station on the Fargo & Southwestern railway, a number of farmers, who delivered wheat at the company's elevator, received instead of the prescribed "elevator ticket" simply slips made out by the agent, giving the name, date and weight and grade of the grain delivered. Later the agent who issued these slips left the service of the company and the company declined to honor the slips and issue storage checks. The amount involved is about \$4,000. The law prescribed the form and character of the ticket to be used by the elevator company for grain received.

There is a civil suit pending; and pending judgment, the Commission has turned the matter over to the attorney-general.

"DON'T COME TOO FAST."

J. G. King, of the famous King's Elevator at Port Arthur, Ont., while at Winnipeg recently, made a suggestion to a Free Press reporter, which is worth repeating on this side, and applying it to corn as well as wheat. He said:

"The greatest mistake that has been made by the farmer's advisers and by the press is trying to persuade him to throw the whole of his grain on the market in the fall. It overloads transportation facilities, overloads the banks and strains the financial resources of the operators to pay for the grain, and it reduces the value of the grain in foreign markets. The grain should come out gradually and not in a rush. Anyone who studies the exportation of wheat from this continent will see that it goes out in an almost equal monthly exportation, showing that the exporters and dealers in grain have to handle it in such a way that the export is spread over the whole year. If it were put on the market as the farmers dispose of it the prices would go down 10 to 15 cents a bushel."

Mr. King added that in the early days of the trade he suggested the erection of what are now called interior terminal elevators, built on a plan that would allow of their being enlarged; that they should not be owned by dealers; and that they should be managed by an expert who would grade the wheat and weigh it. The farmer would then get a certificate on which he could either sell his wheat or raise money at the bank. This he considered would have been the best system of working the trade.

WHEAT RECEIPTS AT PRIMARY MARKETS.

Receipts of wheat at winter and spring grain markets for 17 weeks, since June, with comparisons in bushels, compiled by the Cincinnati Price Current:

	1907.	1906.
St. Louis.....	10,332,000	8,794,000
Toledo.....	3,845,000	3,451,000
Detroit.....	579,000	994,000
Kansas City.....	18,972,000	22,737,000
Winter wheat.....	33,228,000	35,976,000
Chicago.....	16,098,000	21,002,000
Milwaukee.....	3,846,000	3,134,000
Minneapolis.....	20,456,000	22,310,000
Duluth.....	18,656,000	17,780,000
Spring wheat.....	59,056,000	61,226,000
Aggregate, 17 weeks.....	93,284,000	100,202,000

Total receipts of winter and spring wheat at primary markets 17 weeks since June, 1907, with comparisons:

Winter.	Spring.	Total.
1907.....	33,228,000	59,056,000
1906.....	35,976,000	64,226,000
1905.....	41,675,000	62,893,000
1904.....	37,178,000	59,203,000
1903.....	31,036,000	51,687,000
		82,723,000

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending November 9, 1907, as compared with same weeks last year, have been as follows:

Articles.	For Week Ending Nov. 9.		For Week Ending Nov. 10.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	3,800,000	2,488,000	269,000	3,252,000
Corn, bushels.....	818,000	685,000	784,000	1,397,000
Oats, bushels.....	15,000	95,000	18,000	415,000
Rye, bushels.....	56,000	.....	.....	15,000
Barley, bushels.....	7,000	96,000	.....	143,000
Flour, bbls.....	223,300	139,400	255,000	379,100

RECEIPTS AND SHIPMENTS.

Following the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of October, 1907:

BALTIMORE—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	1,407,290	592,890	1,353,438	652,069
Corn, bushels.....	774,532	1,541,791	392,213	1,171,188
Oats, bushels.....	296,158	629,972	770	232,592
Barley, bushels.....	.....	.....	.....	.....
Malt, lbs.....	.....	.....	.....	.....
Rye, bushels.....	198,517	119,151	.....	.....
Timothy Seed, lbs.....	9,625	.....	3,186	.....
Clover Seed, lbs.....	.....	621	704	581
Hay, tons.....	6,346	6,620	1,486	1,548
Straw, tons.....	.....	.....	.....	.....
Flour, bbls.....	297,386	312,753	255,473	154,827
Mill feed, tons.....	.....	.....	.....	.....

BOSTON—Reported by Daniel D. Morss, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Flour, bbls.....	221,855	197,903	97,771	53,873
Wheat, bushels.....	499,987	1,152,630	932,677	573,225
Corn, bushels.....	763,239	321,300	443,551	263,272
Oats, bushels.....	400,732	435,620	.....	380
Rye, bushels.....	9,740	3,047	.....	.....
Barley, bushels.....	835	18,550	.....	21,880
Flax Seed, bushels.....	.....	.....	.....	.....
Mill feed, tons.....	3,054	1,013	114	55
Cornmeal, bbls.....	6,165	3,870	2,661	1,253
Oatmeal, bbls.....	9,046	15,525	4,022	5,511
Oatmeal, sacks.....	19,715	14,120	24,138	11,646
Hay, tons.....	12,470	12,320	67	149

BUFFALO—Reported by F. Howard Mason, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	11,045,106	10,319,846	.....	.....
Corn, bushels.....	4,405,700	3,438,270	.....	.....
Oats, bushels.....	776,400	2,102,000	.....	.....
Barley, bushels.....	4,102,154	2,947,100	.....	.....
Rye, bushels.....	293,100	155,000	.....	.....
Timothy Seed, lbs.....	.....	.....	.....	.....
Clover Seed, lbs.....	.....	.....	.....	.....
Grass Seed, bushels.....	.....	.....	.....	.....
Flax Seed, bushels.....	1,379,000	2,937,874	.....	.....
Broom Corn, lbs.....	.....	.....	.....	.....
Hay, tons.....	.....	.....	.....	.....
Flour, bbls.....	1,454,871	1,536,415	.....	.....

Canal did not open until May 1, 1907.

CHICAGO—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1907.	1906.	1907.	1906.
Wheat, bushels.....	2,921,221	2,529,218	5,452,359	1,275,748
Corn, bushels.....	13,329,138	9,065,016	12,076,648	8,217,171
Oats, bushels.....	11,627,318	11,956,181	7,470,866	8,127,541
Barley, bushels.....	3,481,639	3,652,646	1,354,941	1,043,261
Rye, bushels.....	473,780	361,608	311,763	163,233
Timothy Seed, lbs.....	7,254,480	4,848,547	2,093,558	1,415,690
Clover Seed, lbs.....	292,815	1,007,768	187,189	181,481
Other Grass Seed, lbs.....	1,555,870	2,237,782	7,559,576	3,717,192
Flax Seed, bushels.....	290,346	389,691	840	52,211
Broom Corn, lbs.....	2,734,117	3,414,560	1,426,219	1,644,660
Hay, tons.....	31,129	27,279	1,663	2,526
Flour, bbls.....	792			

ELEVATOR AND GRAIN NEWS

ILLINOIS.

A farmers' elevator company is being organized at Cornell, Ill.

Frank Hettinger is enlarging his grain elevator at Harmon, Ill.

William Harweger is building an elevator at Cissna Park, Ill.

Work has been commenced on the Valier Spies grain elevator at St. Jacob, Ill.

Myers Bros. have started the construction work of a new elevator at Elroy, Ill.

Inkster Bros. of Melvin, Ill., will install an Improved Hall Signaling Grain Distributor.

S. S. Foote has purchased Keefe & Co.'s elevator at Maple Park, Ill., and will operate it in the future.

A farmers' elevator company has been organized at Owaneco, Ill., and the stock has all been subscribed.

Harlan Bros. of Crescent City, Ill., have purchased two Improved Hall Signaling Grain Distributors.

J. W. Roller is building an extensive addition to his elevator at Newman, Ill., and is making it absolutely fireproof.

W. T. Oliver of Logansport, Ind., has the supervision of the construction of the new Rose Elevator at Homer, Ill.

William Loveless of Taylorville, Ill., has disposed of one elevator there, to purchase another in the north part of the town.

William Murray's new elevator, at Seymour, Ill., one of the largest in that vicinity, will soon be ready to receive grain.

The Turner-Hudnut Co. of Pekin, Ill., recently installed Avery Automatic Scales at the elevators in Manito and Holton, Ill.

Bartlett, Kuhn & Co. have acquired the property of the Longview Grain & Coal Co. at Longview, Ill., in consideration of \$6,125.

Henry Lesch & Co. has ordered two Improved Hall Signaling Grain Distributors for elevators at Woodford and Penson, Ill.

W. H. Adams & Son have acquired the Applegate & King elevator and grain business at Montjoy, Ill. The latter will continue at Atlanta.

An addition will be built onto the elevator at Spires, Ill., which will represent an investment of \$4,870. Work will be started at once.

Frank C. Brown will equip his elevator at North Hayden, Ill., with an Improved Hall Signaling Grain Distributor and a Hall Non-Chokable Boot.

N. A. Gault has sold his elevator at Elizabeth, Ill., to a Mr. Brickner from Apple River. August Brickner, a brother of the owner, will take charge.

Articles of incorporation have been filed by the Farmers' Grain Co. of Owaneco, Ill. The stock has all been subscribed and a mutual grain elevator will soon be established.

Glen R. Swank & Co. of Galesburg, Ill., is the name of a newly incorporated grain firm. It is capitalized at \$12,000, and is incorporated by C. M. Swank, L. W. Sanborn and P. S. Post.

It is planned by the Farmers' Grain & Coal Co. of Mason City, Ill., to rebuild the elevator recently burned at New Holland, Ill. The loss of \$6,684 has been settled by the insurance company in full.

Charles Crandell, for some time an employee in Walter L. Judd's elevator at Batavia, Ill., has acquired an interest in the concern and in the future the firm will be known as Judd & Crandall.

The Lincoln-Lawndale and Broadwell Elevator at Lincoln, Ill., which has been conducted under the name of the Lincoln Grain Co., has been purchased by a Mr. Diffenderfer, who succeeds Frank Wright.

C. B. Munday & Co. of Ritchfield, Ill., have just installed an Automatic Elevator Scale with a capacity of 1,000 bushels per hour. The machine was supplied by the Avery Scale Co. of North Milwaukee, Wis.

Twist Bros., grain dealers of Springfield, Ill., have commenced the erection of an elevator at Kincaid, Ill. Recently they added four more holdings to their line. Two are at Taylorville, one at Clarksdale and the other at Honey Bend. One of the elevators at Taylorville and those at Honey Bend and Clarksdale were owned by William Loveless and the other Taylorville elevator was the

property of W. D. Schmitt, who was recently from Missouri, and bought the elevator of Adam Ritscher.

H. C. Knoke & Co. of Chicago, Ill., have been incorporated to deal in grain and manufacture cereals. The company is capitalized at \$50,000, which stock is held by Herman C. Knoke, George F. Stange and Clara P. Knoke.

The Neponset Farmers' Grain Elevator Co. of Neponset, Ill., has been capitalized and incorporated under the state laws to deal in farming supplies. The incorporators are Edwin F. Norton, Charles Norton, George Matheson and others.

Root & Westervelt of Shelbyville, Ill., have acquired the grain and hay business from Frank P. Moore of Lakewood, Ill., in consideration of \$2,600. The business will be conducted by the new owners and Mr. Moore will move to Colorado.

Abel Brooks & Co. of Bloomington, Ill., are equipping their elevator with automatic scales. Three machines have been supplied by the Avery Scale Co. of North Milwaukee, Wis., each machine having a capacity of 1,000 bushels per hour.

B. T. Railsback Sons of Hopedale have disposed of their grain business at Parnell, Ill., and Lee W. Railsback, who has been conducted the business, has gone to Bloomington, Ill., to become treasurer for the Baldwin-Walker-Tankersley Co., grain merchants.

E. H. Young has sold his grain business at Dwight, Ill., to Boston & McClelland of that place. Possession has been given and the new firm will continue to operate the plant. Mr. Young has acquired an interest in the grain commission firm of J. H. Shea & Co. of Chicago.

It is learned that the New Holland Elevator at New Holland, Ill., which was occupied by the Mason City Grain & Coal Co., will be rebuilt. The structure and contents, which comprised a large quantity of grain, was burned on October 18. There was \$8,500 insurance.

A consolidation has been effected between the Illinois Granaries Co. and M. R. Walsh at Cardiff, Ill. It is believed this will reduce the operating expenses of the two firms to a minimum and thereby net the farmer a higher price for his grain. M. R. Walsh now has charge of the business.

SOUTHERN AND SOUTHWESTERN.

Charles Smith is having a 15,000-bushel elevator built at Autwine, Okla.

Work will begin at once on a new elevator at McLean, Texas, which will cost \$6,000.

It is reported the Miller Grain Co. of Fort Cobb, Okla., is erecting a grain elevator at that place.

Two large rice elevators, each having 25 bins, have just been completed at Eagle Lake, Texas.

The Jacksboro (Texas) Mill & Elevator Co. has increased its capitalization from \$25,000 to \$30,000.

It is reported an elevator costing several hundred thousand dollars is about to be constructed at Texas City, Texas.

D. J. Hayes has purchased an Improved Hall Signaling Grain Distributor for his elevator at Houston, Texas.

The Society of Equity has about completed a grain warehouse at Jordan, Ky., which has a capacity of 8,000 bushels of corn.

Work has been started by the Santa Fe on its new grain elevator and docks at Bolivar, Texas, across the bay from Galveston.

The Bay City Milling Co. of Bay City, Texas, is about to install an Automatic Scale, which has been supplied by the Avery Scale Co.

A crew of workmen is making rapid progress with the construction of the new elevator William Gibson is building at Wagoner, I. T.

Byrd Douglas & Co., it is reported, will erect a large modern elevator at Nashville, Tenn., to replace the one burned some weeks ago.

South Bros. Grain Co. at Ft. Worth, Texas, has under contemplation the construction of a two-room business house, which will cost \$2,500.

The Pawhuska Mill & Elevator Co. of Pawhuska, Okla., is building a new plant, including an 11,000-bushel grain elevator and a feed mill.

Articles of incorporation have been filed by the E. G. Rall Grain Co. of Fort Worth, Texas. The capital stock is \$40,000. Those interested are J. C. Whaley, E. G. Rall and Frank Kell.

New bins for shelled grain are being erected by the Owensboro Grain Co. of Owensboro, Ky. A 30-horsepower motor is being installed and other improvements made.

On October 18 the first wheat loaded by any of the elevators at Port Arthur, Texas, was shot out of the spout of Elevator "A" into the British steamer Conniston. Work on the new drying house

at Port Arthur is progressing rapidly and it will be finished in contract time.

A party of yeggmen blew open the safe in the office of the Cincinnati Grain Co. at Latonia, Ky., the night of November 2, and secured \$25.

John Rollow is contemplating the erection of a grain elevator at Wynnewood, I. T., which will be 60x200 feet in size and will cost \$4,000.

Incorporation papers have been granted the Reeding Grain Co. of Reeding, Okla., which is capitalized at \$10,000. The incorporators are S. J. Evans, S. W. and N. M. Hogan, all of Cashion.

John Wade & Sons of Memphis, Tenn., will erect a grain elevator with a capacity of between 70,000 and 100,000 bushels, costing about \$30,000. The contract has been awarded to Fred Friedline & Co. of Chicago.

Among the late incorporations is the Yukon Elevator Co. of Yukon, Okla., which is capitalized at \$10,000. The directors are J. E. Shields, F. G. Fisher of Marlow, J. F. Kroutil, Yukon, and H. A. Fisher of Wahoo, Neb.

Incorporation papers have been filed by the West End Elevator Co., Nashville, Tenn., which is incorporated with a capitalization of \$10,000. The company is controlled by J. B. McLemore, C. Perry Snell, H. J. Conuer and others.

Articles of incorporation have been filed by the Terminal Grain Co. of Ft. Worth, Texas. It is capitalized at \$30,000 by J. B. Neuhauser, G. E. Cranz and W. W. Mauning of Houston. A commodious elevator will be erected.

The Mercantile Grain Co. is erecting an elevator and warehouse at Houston, Texas, which will be equipped with up-to-date machinery, including a feed mill. About \$15,000 will be expended in the enterprise. A Mr. Weeks is manager of the company.

OHIO, INDIANA AND MICHIGAN.

The grain elevator at Francesville, Ind., is being enlarged.

The new grain elevator at Grammer, Ind., is nearing completion.

The Prescott Elevator Co., capitalized at \$10,000, has been incorporated at Prescott, Mich.

The elevator at Montezuma, Ohio, was robbed of several sacks of flour on the night of November 1.

The Cates Elevator Co. has been organized to purchase the elevator interests of Mr. Cates at Covington, Ind.

Hess & Hess have leased the grain elevator at Watrousville, Mich., and commenced buying early in October.

Arthur Herriman and Harris Martin have purchased the elevator at Kentland, Ind., from Ponsler & Johnson.

An order was recently received by the Avery Scale Co. from Farrar & Watts, London, Ohio, for a 1,000-bushel Automatic Scale.

N. E. Swift & Co. have purchased the grain elevator interests at Fayette, Ohio, from C. W. Heironimus. N. E. Swift is in charge of the business.

W. H. Shanklin of Knoxville, Tenn., whose elevator was recently burned at East Columbus, Ind., intends to rebuild at once. He will expend about \$10,000.

Work on the new elevator at Aylesworth, Ind., is being pushed rapidly. The building will replace the one recently burned and is the third structure of its kind to go up at this place.

An Avery Automatic Scale with a capacity of two bushels per dump was recently installed by Loughry Bros. of Monticello, Ind. Another machine of the same capacity has been ordered by this firm.

Work began November 14 on the new transfer elevator the Interstate Grain Co. is building at Cincinnati, Ohio, as described in the September issue. The Burrell Engineering & Construction Co. is doing the work.

An elevator company has been organized at La Fayette, Ind., by James McCauley, Dr. L. S. Baugh, Isaac Born and Wilbur McMullen. It is estimated \$25,000 will be required to construct and equip an elevator.

S. D. Bailey & Co. of La Crosse, Ind., have had the Burrell Engineering & Construction Co. plan a reinforced concrete addition to their present transfer elevator. The building will be 24x24x40 feet in size when completed.

The Wood Co. Grain Co., which was recently organized at Bowling Green, Ohio, has acquired the property of the Star Supply Co. and will soon let bids for the construction of a modern elevator. The company is comprised of L. D. Hill, B. C. Harding, M. R. Gorrell, Ed. Baldwin and Loren

Solether. Elevators have lately been purchased at Luckey, Weston and Milton Center, Ohio.

Work on McLane, Swift & Co.'s elevator at Battle Creek, Mich., is nearing completion. It is being built by the Burrell Engineering & Construction Co. of Chicago, Ill.

Articles of incorporation have been granted the Muscatine Grain & Elevator Co. of Akron, Ohio, which is capitalized at \$25,000. Those interested include F. E. Stine, M. A. Morris, G. Kiser, Claude Traxler and A. S. Mottinger.

The Board of Commerce at Ann Arbor, Mich., contemplates building a new elevator of large capacity and has commissioned J. D. Ryan to inspect various plants in the Northwest for the purpose of gaining ideas of value regarding the construction of same.

The Richmond Elevator Co. has its new warehouses nearly completed at Jeddo and Applegate, Mich. The company is paying thousands of dollars daily for beans, which, a correspondent writes, "is the farmer's most profitable crop" this year, bringing \$1.65 and \$1.75 per bushel.

R. S. Stall of Thornton, Ind., has contracted with the Burrell Engineering & Construction Co. of Chicago for a 25,000-bushel elevator, warehouse and office. A concrete foundation will be laid and the building will be of frame covered with galvanized iron. It will be completed by December 15.

Joseph Johann of Union Center, Ind., has let the contract to the Burrell Engineering Construction Co. of Chicago for a 10,000-bushel grain elevator. It will have a concrete foundation and will be iron clad. A gasoline engine will drive the machinery, making it an ideal "one-man" elevator.

EASTERN.

A commodious grain elevator is under construction at Churchtown, Pa.

Cook & Hapgood of Colebrook, N. H., have absorbed the grain and flour business of Mr. Jameson, who is now in their employ.

L. O. Bloomfield recently acquired the grain business of W. F. Duffee at Haverhill, Mass., and has secured Fred Carr to manage it.

W. F. Fillmore of Three Rivers, Mass., has purchased the grain business of A. W. Holbrook at Palmer, Mass., and has taken charge.

The Hathaway & Mackenzie Grain Co. of New Bedford, Mass., contemplates the construction of a new elevator in the rear of its present business.

The Stanley-Svea Grain & Coal Co. of New Britain, Conn., has prepared plans for a grain and storage elevator, which will be three stories high and 60x40 feet in size. It will be of brick construction.

F. E. Thompson of Carlisle, Pa., has contracted for a new grain elevator to be completed by April 1 and which will cost \$20,000. It will be 26x53 feet in size and will be operated by electric motors already ordered. Other modern machinery will be installed.

John A. Miller has resigned his railroad duties with the Cumberland Valley Railroad at Oakville, Pa., and will devote his undivided attention to his grain business in the future. He has fitted up an office and is scurrying after new business. Mr. Miller has been dealing in grain for 21 years.

William Montz of Lehighton, Pa., has acquired the property and business of J. R. Hagerman & Son at Stroudsburg, and takes possession on November 15. Albert Hagerman, who has conducted the business, will return to his home at Mt. Bethel, where he and his father operate a flour mill. It is said the consideration was \$2,100. An addition to the present plant is contemplated by the new owner.

IOWA.

Foley Bros. are about to erect an elevator at Nichols, Iowa.

J. Hansen has sold his elevator at Goodell, Iowa, to August Lau.

A farmers' elevator will be built in the near future at Huxley, Iowa.

Farmers' elevators are said to be assured at Alleman and Des Moines Junction, Iowa.

Officials of the Des Moines Short Line have purchased an elevator site at Chapin, Iowa.

It is reported the D. Rothschild Co. of Long Grove, Iowa, will erect a 20,000-bushel elevator.

Tiedeman & Co. have disposed of their elevator at Havelock, Iowa, to the Farmers' Grain & Coal Co.

B. F. Orr has disposed of his elevator at Traer, Iowa, to the Ober-Kingsbury Grain Co., owners of a score of elevators centering at Mason City. The

consideration was \$4,000. James White will act as manager.

The Plymouth Milling Co. of Le Mars, Iowa, will install an Improved Hall Signaling Grain Distributor.

A meeting of farmers was held at Hansel, Iowa, recently to come to a decision regarding the organization of an elevator company.

It is reported the Farmers' Elevator Co., recently organized at Rolfe, Iowa, will purchase the Friedeman Elevator instead of building one.

D. M. Riggs has commenced the construction of an elevator at Lone Tree, Iowa, which, it is expected, will be completed by January.

John Tjaden & Son have opened their new elevator at Wellsburg, Iowa. It is a modern plant with a capacity of 25,000 bushels of grain.

A new engine is being installed by the Gilchrist Elevator Co. at Humboldt. The elevator buildings are also being treated to a coat of fresh paint.

The Farmers' Elevator Co. at Struble, Iowa, has let the contract for a 20,000-bushel elevator, which will be completed in December. It will cost \$4,000.

J. P. Schowalter has acquired O. H. Keith's interest in the elevator at Wayland, Iowa. In the future the property will be conducted by Schowalter & Son.

Recently the Des Moines Elevator Co. installed five Avery Automatic Scales in its line of elevators. Each machine has a capacity of 1,000 bushels per hour.

D. Rothschild & Co. of Davenport, Iowa, are about to install an Avery Automatic Scale, of a capacity of 1,500 bushels per hour, in their elevator at Minden, Iowa.

John Maasen is building a 6,000-bushel grain elevator near Avoca, Iowa. The building is 35x40 feet in size. A 6-horsepower gas engine will drive the machinery.

An Automatic Scale has recently been installed by the Avery Scale Co. in J. J. Peters & Son's plant at Wellsburg, Iowa. It has a capacity of 2,000 bushels per hour.

C. E. Smith of Iowa Falls has lately acquired from Daniel Merrill the Iowa Central Elevator business at Eldora, Iowa. Mr. Merrill retains the ownership of the elevator.

At a recent meeting of farmers held at Lamoni, Iowa, more than \$5,000 was subscribed towards an elevator company. A site will be selected and a building erected at once.

A farmers' elevator company has been incorporated at Clarion, Iowa, and as soon as a site is selected an elevator will be built. F. C. Zastrow and Harry Sumners are interested.

At a mass meeting, recently held, the farmers in the vicinity of Holstein, Iowa, secured \$6,000 toward the \$10,000 needed to organize a farmers' elevator company. An elevator will either be purchased or built.

The Burrell Engineering & Construction Co. has the contract for the new elevator the Farmers' Grain Co. of Le Mars, Iowa, will build. Work will begin shortly and will be completed within sixty days. The main building will be 30x30 feet in size and 45 feet high, cribbed to the top. It will have a capacity of 25,000 bushels.

Work has been commenced on the foundation of the Nebraska Hay & Grain Co.'s new 50,000-bushel elevator at Council Bluffs, Iowa. The building will be 40x42 feet in size and about 120 feet high. It is being built by the Pelkey Construction Co. of Wichita, Kan., and will cost \$20,000.

H. J. Hutton of the Mystic Milling Co., who recently organized the Cereal Elevator Co., at Sioux City, Iowa, expects to have the latter concern in operation by November 1. The company will use the building formerly occupied by the Great Western Cereal Co. The necessary changes have been made in the structure to make it suitable for the storage of grain. The company will be ready for business as soon as the double tracks to the building have been completed by the railroad company. It is estimated that 500 feet of trackage will have to be laid.

Workmen have been laying about 1,500 feet of double trackage, which had to be laid to connect the new terminal elevator at Sioux City, Iowa, with the main line of railroads. W. F. Brittain, manager of the Interstate Grain Co., which will operate the house, announced grain would be received after November 10, and bids for grain have been sent out. The initial bid was accompanied by a brief circular explaining the advantages offered by the Sioux City grain market just opened. It was sent out to all possible customers in the grain territory tributary to Sioux City and will be followed by regular daily postal cards announcing the prices that will be paid at the Sioux City market. The

new elevator was erected by the commercial interests of the city, which subscribed \$50,000 to the fund. It was leased to the Interstate Grain Co., which is a branch of the Rosenbaum Co. of Chicago. The elevator has a capacity of 500,000 bushels of grain.

The Von Dorn Elevator Co. of Omaha, Neb., contemplates the erection of a 60,000-bushel elevator at Council Bluffs, Iowa. This structure will be 42x42 feet in size and 150 feet high. About \$20,000 will be expended. It is planned to commence work about December 1 and have the elevator ready by early spring. J. E. Von Dorn, formerly of the Cavers-Von Dorn Elevator Co., is at the head of the new company.

MINNESOTA AND WISCONSIN.

An elevator is being built at St. Clair, Minn., by an Iowa grain firm.

Once more talk of a grain elevator and hay shed is heard at Little Rapids, Wis.

Will Burton has disposed of his grain warehouse and feed mill at Mifflin, Wis.

Max Ransinger and William Gesell of Norwood, Minn., are building an elevator at Biscay, Minn.

An Avery Automatic Scale was recently installed by the J. P. Dousman Milling Co. of De Pere, Wis.

An Avery Automatic Scale has lately been furnished the Benson Market Co. of Benson, Minn.

John Borgerding has nearly completed his new elevator at Eslam, a new station near St. Cloud, Minn.

The new elevator built for the Claro Milling Co. at Lakeville, Minn., was completed and opened on October 24.

M. O'Neill & Son have opened the Northern Grain Co.'s Elevator at Blakeley, Minn., and are now buying grain.

An effort is being made by A. S. Clarkson of the Minnesota Farmers' Exchange, to establish an elevator at Pratt, Minn.

Owing to a shortage of cars and a full elevator the farmers' plant at Buffalo Lake, Minn., was closed for several days recently.

An Avery Automatic Scale with a capacity of 1,000 bushels per hour has recently been installed by the Farmers' Elevator Co. at Chelsea, S. D.

The Northwestern Elevator Co. has closed its plant at De Graff, Minn., for the season. It may be a farmers' company will be organized to purchase it.

Ernest Bruemmer is president of the newly organized Algoma (Wis.) Grain Co. Other officers include Walter Knospe, vice-president; R. J. Ihlenfeld, secretary, and Frank Slaby, treasurer.

W. A. Pederson, F. Berger and William Schweiger are members of an investigating committee of the farmers' association at Comfrey, Minn., which intends to buy or build an elevator.

Enough stock has been sold in the Farmers' Elevator Co. at Adrian, Minn., to assure the success of such an organization. The company will be incorporated and will either buy or build an elevator.

Negotiations are being made by the newly organized Farmers' Mutual Co. at Kerkhaven, Minn., for the purchase of the Peavey Elevator Co.'s property there. The farmers' organization is capitalized at \$15,000.

Articles of incorporation have been filed by the Milwaukee Grain & Feed Co. of Milwaukee, Wis., which is capitalized at \$100,000. The incorporators are Max Hottcl, Ernest Hottelet and Adolph Hulschman.

The Rex Elevator Co. has been remodeling and repairing the old Sheffield Elevator property at Randolph, Minn. The company only recently acquired the Sheffield plant and has placed it in splendid shape.

Farmers in the vicinity of Castle Rock, Minn., have organized a farmers' elevator company and will incorporate. M. N. Holt, F. C. Pryor, J. N. Gill, B. K. Ousby, G. H. Wood, A. J. Lasby and E. P. Ruh are the directors.

A large addition is being built onto the new elevator at Osceola, Minn. The elevator has just been covered with galvanized iron on all sides and the roof. The machinery is now practically all installed in the main building.

Advices from Wheaton, Minn., state that each of the eight elevators there, ranging in capacity from 15,000 to 40,000 bushels, is filled from dump pan to roof with no cars in sight. Farmers are anxious to take advantage of the high prices for all kinds of grain, but it is useless to haul it in, for they can not sell a bushel. The result is that a great deal of grain naturally tributary to Wheaton is being

marketed at towns on the Great Northern road. The Milwaukee road promised to relieve the congestion at once.

A report lately received from Benson, Minn., states that all of the elevators there and at the small towns nearby have been closed until the companies can unload some of the grain. This will not be until the money stringency in the markets has ceased.

An order has been placed for a 32-horsepower gasoline engine, to cost over \$1,000, for installation in the Farmers' Elevator at Elysian, Minn. Improvements and repairs being made in the building will cost another \$1,000. Work is now being done on the feed mill and engine room.

On October 23, the Van Dusen-Harrington Co. of Minneapolis, Minn., consummated a deal whereby it acquired two large terminal elevators, with a total capacity of 4,225,000 bushels, and 115 country elevators. The property was formerly owned by the Chicago & Northwest Granaries Co., an English corporation organized and financed in London in 1889. The two terminal elevators are the Star Elevator at Minneapolis with a capacity of 2,225,000 bushels, and the Interstate Elevator, which can handle 2,000,000 bushels. The receiving elevators are located along the Chicago & North-Western, Minneapolis & St. Louis and Great Northern railroads in Minnesota, North Dakota and South Dakota. C. M. Harrington of the Van Dusen-Harrington Co. is quoted as saying: "In the year 1889, we sold to the Chicago & Northwest Granaries Company, Limited, London, the country elevator business of G. W. Van Duseu & Co., and the terminal elevators of the Star Elevator Company, with a capacity of 2,250,000 bushels, and for fifteen years they were managed by Mr. G. W. Van Dusen, assisted by F. C. Van Dusen and C. M. Harrington. Three years ago the senior Mr. Van Dusen retired from business and the management was continued by the other two. During that time, we purchased the country elevators of the Inter-State Granary Company, having a capacity of 2,000,000 bushels. The entire property of the three companies has been purchased by Fred C. Van Dusen and C. M. Harrington, including the two terminals, with a total capacity of 4,250,000 bushels, and 115 country elevators, located along the lines of the Chicago & North-Western, Minneapolis & St. Louis and Great Northern railways in Minnesota and the two Dakotas. The business will be continued under the same names as heretofore."

THE DAKOTAS.

An addition is being built onto the O. & M. Elevator at Balfour, N. D.

The new elevator at Maxbass, N. D., is rapidly approaching completion.

Miller & Sons will erect a 30,000-bushel grain elevator at Ambrose, N. D.

J. F. Connole and N. Nelson plan to build a grain elevator at Lignite, N. D.

There is some talk of organizing a farmers' elevator company at Mandan, N. D.

Hon. A. J. Norby of Sisseton, N. D., has established an elevator at Lemmon, S. D.

The Consolidated Elevator Co. has decided to rebuild its elevator at Montpelier, N. D.

Knapp & Cougill have arranged to build a modern grain elevator at Columbus, N. D.

A crew of workmen has commenced operations on the new grain elevator at Loomis, S. D.

A large and modern elevator is being erected at Crosby, N. D., by the Keumare Elevator Co.

The new 40,000-bushel elevator at Antelope, N. D., has been completed and grain is being received.

A. F. Frebel has opened his new elevator at Coteau, N. D., and has already secured considerable grain.

The newly organized Farmers' Elevator Co. at Riverside, S. D., has purchased the Truax Elevator at that place.

Harry Case of McVille, N. D., has purchased the elevator there which he has been in charge of during the past year.

Grain is being received at the elevator just completed for the Burn's Elevator & Lumber Co. at Glen Ullin, N. D.

The Avery Scale Co. recently sold a 1,500-bushel Automatic Scale to the Farmers' Elevator Co. at Hartford, S. D.

Another elevator—the fourth—is now being erected at Kenaston, N. D. All are reported as doing a good business.

The Charles Creglow Elevator Co., proprietors of the old mill at De Smet, S. D., have completed the work of transforming it into a 50,000-bushel grain elevator and grain is now being received. All the

elevators at De Smet are full and the scarcity of cars made it impossible to handle all the grain that came in.

John Weiden Kopf, a grain man of Hetland, S. D., has lately opened a new 30,000-bushel grain elevator at that place.

Seventeen or eighteen of the elevators along the Soo in North Dakota, were closed down for a week or so early in November.

Work has already commenced on the new elevator at Wibaux, N. D., and the building will soon be ready to receive grain.

Possession of the Irwin Elevator at Blunt, S. D., has been given the Ostroot Elevator Co., which lately acquired the property.

M. W. Nelson, proprietor of the Independent Elevator at Grano, N. D., is now running a feed mill in connection with his plant.

Workmen have the new Pacific Elevator at Carlyle, S. D., well under way. The foundation was completed the third week in October.

At Badger, S. D., a new 30,000-bushel elevator stands filled with grain, awaiting the advent of a new railroad which has almost reached the town.

J. J. Decker of Mino, S. D., has lately purchased an elevator at Yale, Beadle county, S. D., which he will operate in connection with his other plants.

Nels Nelson of Absaraka and Mr. Davidson of Caselton, N. D., have acquired the Staples Elevator property at Wheatland, N. D., and are now in possession.

Maddox & Kain is the name of a new grain firm at Bismarck. At present a "scooping" business is conducted, as the firm has been unable to secure a location.

Farmers in the vicinity of Salem and Canova, S. D., are building an elevator on a siding the Northwestern has constructed at a point between the two places.

A. A. Truax of Mitchell, S. D., has purchased the old Bagley Elevator at Aberdeen, S. D., from the Sioux Elevator Co., and is tearing it down to be rebuilt somewhere else.

H. I. Stearns contemplates building an elevator at the place which was one time known as Medary, S. D. An election line from Brookings will soon pass through the town.

The Farmers' Co-Operative Elevator Co. of Ambrose, N. D., which is soon to be incorporated, is now buying grain at the office of the Imperial Lumber Co. at Ambrose.

Advices received in October state that Burgess Elevator Co. has sold its elevator at Munich, N. D., to the Farmers' Grain Co. D. T. Watkins has been placed in charge as agent.

A 40,000-bushel elevator has just been completed by the Jessie Farmers' Elevator Co. at Jessie, N. D. It is receiving grain for which it is paying better than the average prices.

The Society of Equity recently formed at Buxton, N. D., has decided to build an elevator. S. J. Lerom, H. S. Thompson and O. J. Sorlie are on the committee which has matters in charge.

Articles of incorporation have been filed by the Antler Elevator Co. of Antler, N. D. The capitalization is \$50,000. Among those interested are J. O. Helgerson, M. D. Dyar and F. A. Rinkel.

Recently the Riverside Farmers' Elevator Co., organized at Riverside, S. D., acquired the Truax Elevator at that place. The purchase price was \$4,250. The new company is capitalized at \$6,000.

Incorporation papers have been filed by the Farmers' Elevator Co. at Castle Rock, Minn. The directors are M. N. Holt, F. C. Pryor, I. N. Gill, B. K. Ousby, S. H. Wood, A. J. Lasby and E. P. Ruh.

Incorporation papers have been filed by the Burlington Farmers' Elevator Co. of Burlington, N. D. The capital stock is \$10,000. Among those interested are John Miller, John Werner and Benjie Olson.

J. F. Sophy, Sr., has sold his elevator at Garretson, S. D., to a firm composed of Nels Frasvik, A. Larson and J. J. Arneson, for a consideration of \$3,000. The new firm is known as Fresvik, Arneson & Co.

Stockholders in the Farmers' Elevator Co. at Gladstone, N. D., have decided to build a grain elevator with all modern conveniences. A car-loading apparatus will be installed. The work will be pushed to completion.

Directors of the Ethan Elevator Co. of Ethan, S. D., have been negotiating for the purchase of the A. H. Betts Elevator, but the price of \$5,000 proved too high. A site has now been obtained and it is probable an elevator will be built this winter. H. Kurtenbach, H. Weber, S. Freeman, C.

Boreson, L. Lowrie, John Shoenfelder and G. Walters are the directors.

A farmers' elevator is being organized at Elk Point, S. D., and already more than 100 farmers have subscribed for stock at \$50 per share.

Dave Vaughan and others are considering the establishment of a farmers' elevator company at Westport, S. D. The independent company which was there has gone out of business and the old-line houses have all the trade at present.

Articles of incorporation have been filed by the Anselm Farmers' Elevator Co. of Anselm, N. D. The company has a capitalization of \$50,000 and will build and operate an elevator this winter. Among those interested are E. P. Rhinehart, M. B. Greene, Peter Olson, Fred Wall and Herman A. Froemke.

J. W. Lahart, proprietor of several elevators in the central part of North Dakota, lately acquired five more elevators on the Washburn extension of the Soo. The houses are at Washburn, Garrison, Ryder, Underwood and Cold Harbor. It is understood that the price paid for the five buildings and equipment was \$35,000.

Steele Bros. of Yale, S. D., have applied for an elevator site on the Great Northern Railroad at Sheffield, S. D. Application being denied, a complaint was lodged with the Railroad Commissioners and at their regular meeting at Sioux Falls the commission decided to grant the applicants a hearing and set Tuesday, November 12, at Sheffield, as the date of hearing.

CANADIAN.

A 30,000-bushel elevator is going up at Tyvan, Man.

The Pacific Grain Co., Ltd., has started in business at Calgary, Alta.

Fire destroyed the Imperial Elevator Co.'s plant at La Salle, Man., on October 17.

McIntosh & Son have installed a 1-bushel automatic scale in their elevator at Toronto, Ont.

Davies & Co. have opened their new elevator at Vegreville, Alta., with Mr. Williams in charge.

A 50,000 bushel grain elevator is being erected by the Western Canada Flour Mills Co. at Yorkton, Sask.

The Canadian Grain Commission has appointed an inspector of export grain going in bond through the elevators at Superior, Wis.

The Imperial Elevator Co., with offices in Winnipeg, Man., will seek to have its name changed to the Imperial Elevator & Lumber Co.

Fire lately destroyed an elevator at Lyleton, Man., belonging to the Western Canada Flour Mills Co. and 23,000 bushels of wheat were lost.

W. C. Thornburn of Broadview, Sask., is building an elevator on the site of his old one. He is also building a plant at Oakshella, Sask.

It is contemplated to tow a floating elevator from Montreal, Que., to St. John, N. B., for use in loading vessels during the winter season of navigation.

An elevator at Arrow River, Man., belonging to the Lake of the Woods Milling Co., was burned recently, and three carloads of new wheat were consumed.

The new consolidated elevator at Fort William, Ont., loaded 90,000 bushels of wheat into the steamboat Fairmont, from two spouts, in four hours, recently.

Recently the Lyleton Elevator Co. of Lyleton, Man., was dissolved by mutual consent of the partners, Robert Murray, A. M. Lyle, A. E. Venton and George R. White.

Press dispatches report that a new dock, about 1,500 feet long, will be constructed this winter between the Aberdeen elevator and the G. T. Pacific terminal elevator, now being erected at Tiffin, Ont., to be worked in conjunction with the G. T. Pacific Railway.

On account of the fact that wheat hauled across the boundary in wagons cannot be shipped in bond, the Canadian Pacific Railway contemplates constructing a short line at Mowbray, N. D., so that cars may be loaded and sealed there and then transferred in bond.

At the terminal elevators of Fort William and Port Arthur, Ont., the following scale of charges is in force: Elevation, cleaning, spouting, including 15 days' free insurance against loss by fire, $\frac{3}{4}$ c. a bushel; storage for each succeeding day or part thereof, after the first 15 days, 1-30c. a bushel.

McLaughlin & Ellis, Ltd., is the title of a new grain firm recently incorporated at Winnipeg, Man. It is capitalized at \$100,000 and the stock is controlled by Allen Boyd Ellis, a grain dealer; Hugh Phillips, barrister; Alvin K. Godfrey, secretary; Alfred Gillies, bookkeeper, of Winnipeg, and Henry

Royden McLaughlin, a traveler from Wolseley. A general elevator business will be conducted.

A deal has lately been consummated whereby the Renfrew Roller Mills Co. has acquired the big elevator formerly owned by A. A. Wright, M. P. P., at Kingston, Ont.

The Canadian Pacific Railroad Co.'s big steel elevator at Fort William, Ont., located at the eastern end of West Fort, will soon be thoroughly overhauled and remodeled. The flat bottom tanks are to give place to modern hopper bottoms, and in other ways the house will be brought up to date, and capable of handling 300 cars of grain per day.

According to William Whyte, second vice-president of the Canadian Pacific Railroad Co., it is the intention of the company to reserve sites for grain elevators on the Vancouver (B. C.) waterfront. "This idea is being kept in view in the yard improvements now being carried out, as it is impossible to tell what effect the building of the Panama canal may have on the export movement of wheat from the prairie provinces," said Mr. Whyte. "One result may be that the very large percentage of the grain may seek an outlet via Vancouver instead of reaching the Liverpool markets via the St. Lawrence River route. Under these circumstances we have felt justified in making provision for future contingencies. If the grain from a big area of the Canadian West can be hauled here and loaded on steamers, making the passage of the Panama canal and landing it in Liverpool, only one transhipment being involved, as compared with elevator charges for transhipment at Fort William and Montreal—I say, if this can be done more cheaply via Vancouver, then the business is bound to come this way."

MISSOURI, KANSAS AND NEBRASKA.

A Mr. Budreau of Ewing, Mo., is building an elevator at that place.

O. H. Bayless is building an addition to his grain elevator at Watson, Mo.

Reid & Weirs elevator at Superior, Neb., is now completed and in operation.

E. H. Reed is building an elevator at Paul, Neb., which he expects will soon be ready for the opening.

It is stated the farmers' elevator company at Ellis, Neb., is assured, as 125 shares of stock have been sold.

The Updike Grain Co. has bought an Improved Hall Signaling Grain Distributor for its elevator at Harvard, Neb.

The Farmers' Elevator Co. of Avoca, Neb., will increase its capacity from 12,000 bushels' capacity to 30,000 bushels.

P. H. Pelkey Construction Co. has ordered two Improved Hall Signaling Grain Distributors for elevators at Sylvia, Kan.

Burnes & Finney are erecting a new elevator, now nearing completion, at Emmett, Kan. It represents an investment of \$8,000.

Workmen have the addition to the Farmers' Elevator at Stafford, Kan., well under way and it will be rapidly pushed to completion.

The Jackman Elevator at Minneapolis, Kan., has just installed a new gasoline engine, which replaces the old and worn one formerly used.

Thos. Hatfield is building a grain elevator, 16x24 x32 feet at Valley Falls, Kan. It will have a capacity of two or three cars of grain.

An Avery Automatic Scale with a 1,000 bushels per hour capacity has recently been shipped to the Murdock Grain Company, Clifton, Kan.

A. D. Sears of Grand Island, Neb., has sold his elevator and grain business to T. B. Hord of Central City, who has undertaken the management.

New offices have been taken by the R. Davis Grain Co. of Beatrice, Neb., and the company's scales have been moved to that new place.

J. R. Bolin, of the grain and lumber firm of Bolin, Hall & Co., Liberal, Kan., will build an elevator of large capacity on a site, 75x175 feet in dimensions. Work will commence at once.

Two additional elevators are to be erected at once in Omaha, Neb., on the Great Western tracks, by the Nebraska Hay & Grain Co., and by the Van Horn Elevator Co. Each will cost about \$20,000.

While waiting for the completion of its new elevator at Newton, Kan., the Hoskinson & Collins Elevator & Grain Co. has been doing a forced "scooping" business. The elevator is about completed.

Extensive improvements have been made by the J. H. Kinnear Grain Co. on its property at Powhatan, Kan. A 16-horsepower engine has been installed to replace the old steam engine and boiler. New scales have been put in and the approach to

the elevator has been graded down from 16 inches to two feet. Several other improvements are noted about the plant.

A. H. Bewsher, who is organizing a new grain company at Omaha, Neb., is also reported to be contemplating a 100,000-bushel elevator. This is the fifth new elevator announced as to be built in Omaha.

An order has been issued by the state board of railroad commissioners demanding that the Union Pacific Railroad build a spur track to the elevator of the Culver Grain & Live Stock Association at Culver, Kan.

Excavation for the 10,000-bushel grain elevator the H.-C. Grain Co. will build at Burrton, Kan., was commenced late in October. Some of the necessary machinery has been ordered and will be ready for immediate installation.

An elevator, 30x50 feet in size, will be erected by the Farmers' Elevator & Cold Storage Co. recently reported incorporated at Mt. Vernon, Mo. J. W. McCance is president and other offices are held by J. A. Orr and W. H. Johnson.

A new 5,000-bushel elevator has just been completed for the Forest Mills at Carthage, Mo. It is now in operation and stands as an ideal mill of the modern type. Rudolph Finke of the milling company states the company is also building a 5,000-bushel corn crib.

A crew of workmen is at work on the new elevator being built by the Wakenda Elevator Co. at Wakenda, Mo. The excavation was completed early in the month. Otis Adams, Thomas Singleton, H. D. Hartman and others are interested to the extent of \$4,000.

The Pendleton Grain Co. of St. Louis, Mo., was recently incorporated with a capital stock of \$35,000. The incorporators are Ralph J. Pendleton, L. A. Cooksey, J. M. Pendleton of St. Louis and Albert D. Pendleton of Indianapolis, Ind. The first-named gentleman controls the stock.

Among the recent elevator companies to incorporate is the Farmers' Elevating & Shipping Co. of McDonald, Kan. G. W. Wilkins is president, H. D. Hughes is secretary, John Reneau is vice-president and A. R. Paine is treasurer. Negotiations are being made for the purchase of the Lyman Elevator.

Cooper & Linn, grain dealers at Humboldt, Neb., have dissolved partnership. O. A. Cooper took the mill and local elevator and the electric lighting plant as well as a 100-acre farm south of the city. Mr. Linn holds the line of fourteen elevators located at other points and a 200-acre farm west of the city. The properties are valued at \$200,000.

The Nye-Schneider-Fowler Co. has commenced the construction of its new 130,000-bushel addition to elevator "B" at Fremont, Neb. The work has been delayed owing to a shortage of material, which only recently commenced to arrive. The addition will be 30 by 140 in ground dimensions and 50 feet high. It will double the capacity of the big elevator.

A contract has been awarded the P. H. Pelkey Construction Co. of Wichita, Kan., for the construction of a 12,000-bushel grain elevator at Sylvia, Kan., for the Sylvia Grain & Supply Co. Work has already been started on a site next to the old building, which is to remain where it is and be used for corn only. The new building will handle wheat exclusively. It will have a capacity of 2,000 bushels in the pit and sufficient capacity above for 10,000 bushels. The capacity for both elevators will then be about 15,000 bushels.

WESTERN.

G. H. Whiton & Co. have acquired the Beal Grain & Milling Co.'s business at Wenatchee, Wash.

Work has almost been completed on the Pacific Coast Elevator Co.'s new plant at Gwendolen, Ore.

It is estimated 650,000 bushels of wheat were received at the Kerr-Gifford warehouses in St. John, Wash., this year.

The Royal Milling Co. of Great Falls contemplates building an elevator in the new town of Merdon, Mont., on the Billings & Northern Railroad.

The Western Fuel & Grain Co. of Bellingham, Wash., has been incorporated with a capitalization of \$15,000. S. A. Turner, O. N. Latimer and Maggie Latimer are interested.

A co-operative company has been organized at Lewiston, Idaho, where it will build grain elevators. It is hoped the organization will have sufficient influence to control the Nez Perce prairie.

Incorporation papers were filed recently by the Montana Elevator Co. at Lewistown, Mont. The firm is capitalized at \$50,000, of which \$22,000 is subscribed by A. W. Warr, \$5,000 by C. R. Mc-

Clane and \$3,000 by J. E. Lane. The company owns an elevator at Moore, Mont., and will build others in the Judith Basin as conditions demand.

Another elevator is being built at Mondak, Mont. It is being fashioned out of an old warehouse by the Valley Mercantile & Lumber Co. The machinery has arrived and will be running before many weeks.

Articles of incorporation have been filed by the Cheatham Grain Co. of Seattle, Wash. Those interested are H. H. Cheatham, H. M. Matthews, C. J. Donaldson and H. J. Cheatham. The firm is capitalized at \$10,000.

It is understood the Royal Milling Co. of Great Falls, Mont., is making arrangements to build an elevator at Stockett, Mont., providing it can secure a railroad switch. It will have a capacity of 10,000 bushels and will cost about \$3,000. The company at present owns but one elevator, which is at the mills.

Corbett Bros. and the Kerr-Gifford Co. are installing elevating machinery in their grain warehouses around Dayton, Wash., so as to enable them to handle grain in bulk. The Kerr-Gifford Company have warehouses at Turner, Whetstone and Dayton, and Corbett Brothers have houses at Turner, Whetstone, Dayton, Longs, Huntsville and Copper. The elevators being installed by the two companies differ only in the fact that the Kerr-Gifford Company has arranged the hopper on the floor, while Corbett Brothers have placed it underneath, to obviate the necessity of lifting sacks.

GRAIN ELEVATORS IN CANADA.

The Dominion Department of Trade and Commerce has published a report, showing the number and location of licensed elevators and warehouses in the Manitoba grain division, including the provinces of Manitoba, Saskatchewan, Alberta and British Columbia with Ontario terminals on the Canadian Pacific, the Canadian Northern, the Midland, the Brandon, Saskatchewan and Hudson Bay, and the Alberta railway and irrigation line. On the C. P. R. there are 917 elevators and 32 warehouses, capacity 28,538,200 bushels; on the Canadian Northern 275 elevators and 20 warehouses, capacity 7,485,200 bushels; the Midland, and the Brandon, Saskatchewan and Hudson Bay have 13 elevators, capacity 365,000 bushels; the Alberta Railway and Irrigation Line has 7 elevators, capacity 209,000. The C. P. R. has 7 Ontario terminal elevators, capacity 11,625,000 bushels, and the C. N. R. has 2, capacity of 7,000,000. In all there are 1,221 elevators and 52 warehouses, having a total capacity of 55,222,200 bushels. A partial distribution of these houses appears in another column.

EFFECT OF POOR FEEDS.

Dr. W. H. Hildebrand of Lapaz, representing the Indiana Veterinary Board, after inspecting nearly 200 work teams at South Bend, reports that he only found three teams ranking as first-class, while, on the whole, the city had the worst appearing work horses of any place in that part of the state. Most of the horses appeared to be poor, stupid, lame or affected with other difficulties, all of which decreased their value. He further said:

"Stomach trouble is more prevalent among the horses here than any other disease. This, I believe, is due to the soft, mushy and inferior character of the food. I believe it is worse than it has been for some time, and I fear that when this year's crops are fed it will be found they are inferior in quality. The oats now being fed are inferior; the corn is very bad, and the hay is also inferior. I consider bran to be a good feed, for it keeps the stomach in excellent condition and is beneficial in other ways.

"Since my appointment six months ago I have examined 1,000 horses. Very few have been found in first-class condition. In the last two weeks nine horses in the vicinity of Tyner have died. Among cows there has been very little difficulty."

Minneapolis grain dealers on October 30 made their first sale of durum wheat to go to Europe, all exports heretofore of this kind of wheat having been made from or through Duluth.

R. M. Smart, proprietor of a grain elevator at Xenia, Ohio, claims to have the brightest dog in the United States. A few nights ago, while the dog was left alone in the building, the elevator took fire. The dog, having noticed that when his master desired to talk to people at a distance he went to the telephone, at once resorted to the same means to be heard abroad. He raced into the office, jumped upon the flat-top desk, where the telephone rested, and in his excitement knocked off the receiver. Then he barked and barked until assistance came.

THE EXCHANGES

The Duluth Board of Trade resumed business on November 4, after having been closed for a week as the result of the stringency in the money market.

The regular afternoon sessions of the grain department of the San Francisco Merchants' Exchange were resumed on October 15 for the first time since the fire and earthquake of April, 1906.

The Grain Committee of the Little Rock Board of Trade has appointed A. J. Rauch, J. T. Greenfield and Geo. E. Cunningham a committee to prepare plans for inaugurating Little Rock weights.

A referendum vote to ascertain the sentiment of the members of the Chicago Board of Trade relative to the proposed change in the clearing house system showed that a substantial majority was against the change.

The Grain Standard Committee of the Chamber of Commerce of Portland, Ore., has established the grain standards for the crop of 1907. The Chamber maintains inspectors in Portland and on the Sound who inspect all the grain shipped from the Pacific Northwest.

Grain trading on the Merchants' Exchange, Seattle, Wash., practically has been suspended until some of the wheat already purchased is moved to tidewater. No holiday has been announced, but the condition of the market is such that members are not in shape to buy grain.

The New Orleans Board of Trade has, on recommendation of the Grain Committee, amended the grain inspection rules, making the charges for inspecting grain 50 per cent higher where the work is done for parties or firms not members of the Board of Trade, or who do not have a representative on the floor of the exchange, or who do not handle their grain through brokers who are members of the Board of Trade.

Two important amendments to the rules of the Milwaukee Chamber of Commerce have been adopted. One provides that brokers must charge 6 per cent interest on advances and the other fixes car weights as follows: Wheat, 1,000 bushels; corn, 1,000; oats, 1,500; barley, 1,000; rye, 1,000; flax, 800; grain screening, 40,000 pounds; shorts and middlings in bulk, 40,000 pounds; bran, in bulk, 30,000 pounds; bran in sacks, 35,000 pounds; timothy, clover, millet and Hungarian seed, 36,000 pounds; red dog flour, 40,000 pounds.

A petition to make No. 3 white oats deliverable on contracts at a penalty of 3 cents per bushel has been turned down by the directors of the Chicago Board of Trade. The directors say that the No. 3 white as designated in the petition to weigh not less than 26 lbs. per bushel conflict with the classifications of No. 3 white made by the railroad and warehouse commissioners. The directors will formulate a rule in harmony with the inspection requirements and fix the penalty at 5c per bushel. This will be submitted to the association for ballot.

The directors of the Toledo Produce Exchange have adopted the following rules governing date of shipment: "Excluding the date of sale, the time of shipment of property sold for shipment shall be reckoned from the date of receiving full shipping directions and shall not include Sundays or legal holidays at point of shipment. The term 'immediate shipment' shall mean three (3) business days. The term 'quick shipment' shall mean five (5) business days. The term 'prompt shipment' shall mean ten (10) business days. When number of days are specified, said number shall not include Sundays or legal holidays at point of shipment. Nothing, however, in this rule shall be construed as prohibiting special agreements."

The newly organized Board of Trade of Atchison, Kan., gave a banquet to the grain dealers of northwestern Kansas on the evening of October 25. There were covers for fifty and no vacant places. W. S. Washer, of the Washer Grain Co., acted as toastmaster, and the principal addresses were made by former Governor W. J. Bailey, E. J. Smiley, of Topeka, secretary of the State Grain Dealers' Association, and George A. Wells, secretary of the Iowa Association. Among the out-of-town guests were Frank Thoman and George Craveau, Summerfield; W. C. Brown, Palmer; Fred Fisher and E. M. Clift, Frankfort; C. B. Tripp and M. G. Heald, Centralia; George Hendrickson, E. and U. B. Sharpless, Effingham; L. Cortelyou, Muscaton; J. O. Leeth and O. K. Grove, Netawaka; John McManus, Goffs; B. C. Ragan, Valley Falls; N. Salsbury, Hiawatha; J. D. Harpster, and son, Willis; C. E. Sheldon, Everset; A. F. Allen, Huron; Leonard Woodhouse, Lancas-

ter; P. S. Peacock, Blue Rapids; H. R. Melandy, Morrill; W. M. Reckewey, Wetmore; J. F. Miliken, Jamestown; E. N. Bailey, Baileyville; Oliver Denton, Leavenworth; E. J. Smiley, Topeka; George A. Wells, Des Moines; H. G. Miller, Kansas City.

The Omaha Grain Exchange continues to show a healthy growth, five new names having been recently added to the roll of membership. The new members are W. J. Winston of Mauer & Co., Chicago grain dealers, who will open an office in Omaha, in charge of Mr. Winston; E. A. Nordstrom, secretary of the Nebraska Hay and Grain Co.; A. E. Bewsher, who is opening an office and entering the business for himself after several years with the Omaha Elevator Company; J. T. Buchanan of the Omaha Elevator Co., and C. A. Addington, of the Wilson Grain Co. of York, which company is opening an office in Omaha. Mr. Buchanan succeeds Bewsher as secretary of the Omaha Elevator Co., one of the strong members of the Exchange.

NEW EXCHANGE AT BUENOS AIRES.

An association, modeled after the Chicago Board of Trade and using the latter's rules and regulations, has been organized at Buenos Ayres, Argentina, for the purpose of trading in futures. The capital stock is \$300,000, in shares of \$1,000 each, and was oversubscribed six times within twenty-four hours after the issue was opened. Under the terms of subscription no holder can own over five shares and all contracts traded in on the exchange are guaranteed by the members of the association.

A hard fight against the establishment of the organization was made by the four firms which controlled the grain trade of the country, and which had a strong pooling arrangement with fines ranging from \$10,000 to \$15,000 on any of its members which violated the price agreements. By this arrangement the producer was put at the mercy of the concerns which handled his wheat. The more modern and open method of doing business in use so long here was only adopted after the most thorough investigation on the part of the minister of agriculture, and against the usual loud outcry against "gambling transactions," which the grain ring instigated for the purpose of defeating the establishment of the new methods.

It is expected that a large business will be transacted between the Buenos Ayres and Chicago markets in the future, as there is but one hour and thirty minutes difference in time between them. This means that transactions can be closed the same day in the two markets, something practically impossible now between Chicago and European centers.

CHANGE IN RULES AT CINCINNATI.

At the regular monthly meeting of the board of directors of the Cincinnati Chamber of Commerce held on November 5, the rules promulgated at the Second Uniform Grades Congress were adopted on recommendation of the committee on Grain Inspection.

The board also approved the recommendation of the Committee on Grain Inspection, suggesting that Section 3, Rule 7, of the Grain Rules be amended to read as follows:

"All grain sold by sample or grade shall be examined by the purchaser or Inspector at the place of delivery, and shall be accepted or rejected within twenty-four hours from the time the order and sample are given for the same, excepting that when a car arrives at the place of unloading, provided the same is within the jurisdiction of the Inspector and is found by the Inspector to be grain of different character from the original inspection, in which case, and where the buyer and seller fail to reach an agreement, settlement shall be determined as provided in Section 1, Rule 11."

Report was received from a meeting of the members of the grain trade held on October 11, at which meeting the question of charging interest on advances was brought up and considered, resulting in the adoption of a resolution providing that on all grain, hay, etc., consigned to any member of this exchange, subject to either Cincinnati weights or inspection, the receiver or purchaser shall charge the current rate of interest on any sum advanced on such consignment, provided that the minimum rate of interest so charged shall be at the rate of 6 per cent per annum.

This question was referred to the following committee for further investigation and report: E. Edward Richter, J. H. Allen, C. B. Murray, E. E. Williamson and J. A. Loudon.

A communication was received from the Grain Dealers' National Association conveying a copy of resolutions adopted at the recent annual meeting and asking co-operation by the Board of Directors in requesting the railway companies to have their car inspectors make note of the condition of all cars they may place for inspection and loading,

and that all public markets be requested to adopt the leaky car report as used by Baltimore, Chicago, Toledo, Buffalo and New Orleans Boards of Trades.

A vote of thanks was ordered tendered to H. S. Grimes of Portsmouth for his good work in bringing to Cincinnati the annual meeting of the Grain Dealers' National Association.

At a recent meeting of the directors of the Minneapolis Chamber of Commerce, the following resolution was adopted: "Resolved, that all trading in privileges or puts and calls is hereby forbidden to take place upon the floor of the exchange room of this association. Resolved, that what is known as curb trading, taking place before and after regular trading hours, is hereby prohibited." The directors also passed a resolution providing that fifteen minutes after the regular closing time should be allowed to make such adjustments as were necessary between orders, and that after that time the exchange floor should be vacated.

COMMISSION

Michael L. Vehon has been admitted to membership on the Chicago Board of Trade.

Miner & Co. of Chicago have opened an office at Omaha, under the management of W. J. Winston.

The Wilson Grain Co. of York, Neb., has opened an office in Omaha, with C. A. Addington in charge.

The Simonds-Shields Grain Co. of Kansas City, Mo., has increased the capital stock from \$50,000 to \$100,000.

A. Kempner has withdrawn from the firm of Wasserman & Co., Chicago, and is now located at 42 Board of Trade.

The M. C. Wright Commission Co., a private wire house at Minneapolis, Minn., has sold out to H. W. Dezotell & Co.

L. W. McMasters, for a number of years with Requa Bros., Chicago, has associated himself with C. H. Canby & Co. of this city.

The Pendleton Grain Co. of St. Louis, Mo., has been incorporated with a capital stock of \$35,000 by Ralph J. Pendleton, L. A. Cooksey, J. M. Pendleton and others.

Articles of incorporation have been filed by the United Hay Co. with headquarters at Newark, N. J. The incorporators are A. F. and E. Kaiser and the capital stock is \$50,000.

A. E. Bewsher, formerly secretary of the Omaha Elevator Co., Omaha, Neb., has engaged in business on his own account. J. T. Buchanan succeeds him as secretary of the Omaha Elevator Co.

Articles of incorporation have been filed by the K. C. S. Elevator Co. of Kansas City, Mo. The capital stock is \$25,000 and the incorporators are J. A. Edson, S. W. Moore, E. F. Cost and others.

The Milwaukee Grain and Feed Co., Milwaukee, Wis., has been licensed to incorporate with a capital stock of \$100,000. The incorporators are Max Hottelet, Ernest Hottelet and Adolph Hulschman.

The Burns Grain Co. of Buffalo, N. Y., has been incorporated to do a general grain business. The authorized capital is \$100,000 and the directors are Henry T. Burns, John G. Burns and Basil L. Burns.

The Colorado-Nebraska Grain Co. of Denver, Colo., has been reorganized by the retirement of William Bierkamp, Jr. Mr. Bierkamp's interest in the business was purchased by Ralph S. Green, a practical grain and hay man, who has been connected with the St. Louis Board of Trade for the past ten years. Joseph W. Mullin of Denver also has been admitted to partnership, so that the firm is now composed of Fred Faulkner, Joseph W. Mullin and Ralph S. Green. No change will be made in the company's business except that it will be conducted more aggressively in the future than it has been in the past, if this is possible. All of the members are experienced grain and hay men and qualified to handle a large volume of business.

Official figures of the Government show that all the distillers in the United States only use twenty millions of corn annually. Rye whisky is not all made from corn.—King & Co., Toledo.

The Superior, Wis., property assessors have hit the grain elevators pretty hard this fall. The largest assessment (protested) was that of the Great Northern Elevators, amounting to \$500,000. The assessment of the Globe and Belt Line elevators was \$74,000, and that of the A. D. Thompson Co., for grain in the Great Northern houses, \$143,000.

HAY AND STRAW

Ed. Conley will engage in the hay business with C. A. Hepgar at Angola, Ind.

A Mr. Flesch is contemplating the construction of an alfalfa mill at Larned, Kan.

The American Alfalfa Milling Co. of Mankato, Kan., is installing an alfalfa mill in Kansas City.

W. T. Hulscher of Fostoria, Ohio, expects to re-enter the hay-press business the first of the year.

Hay is bringing \$15 a ton at Canandaigua, N. Y., where the farmers have been holding for higher prices.

Fire destroyed 100 tons of hay belonging to John Ehler of Buffalo, N. Y., on October 17. The loss was \$3,000.

Over 400 tons of hay belonging to George C. Junk, a commission man at Denver, Colo., was burned on October 21. The loss was \$5,600.

The hay crop of Louisiana has been larger this year and better than the average. In some sections it is reported to have been immense.

The Alfalfa Meal & Milling Co. has awarded the contract for the installation of an alfalfa mill at Cherokee, Okla., which will cost \$20,000.

The hay crop in Northern Berkshire, Mass., was very large, and especially in the lowlands, where one of the heaviest crops in years was cut.

Advices from the Kittitas Valley, Wash., estimated the hay crop on October 31 at from 60,000 to 75,000 tons. The price averages about \$17 per ton.

J. J. Landes of Kirwin, Kan., has commenced the construction of a new alfalfa mill at that place. The machinery was purchased at Kansas City.

Another hay crop was assured for the better part of Texas by bounteous rains that fell late in October. This will give Texas a liberal crop of hay.

All shortage on hay above one and a half per cent will hereafter be allowed the buyer at Brooklyn, N. Y., according to an agreement of the dealers.

With prairie hay getting \$10 at Omaha comes the wail of car shortage and suits are being started in various courts against the railroad companies for discriminating.

A prairie fire started in the vicinity of Barnesville, Minn., on October 22 and destroyed 150 stacks of hay, aggregating 10,000 tons. It was valued at \$4 per ton in stack.

Workmen have commenced the construction of the alfalfa mill the Webster-Tulloch Coal Co. is having built at Topeka, Kan. Machinery has already begun to arrive.

Shippers of hay around Anthony, N. M., complain because they can secure no ears for the shipment of their products. Recently \$200 worth of hay was piled outdoors in the rain.

More than 100 tons of hay and a large quantity of grain were burned at Pana, Ill., on October 21, when the Russell flour mill was destroyed. The property belonged to A. H. Owens and T. O. Russell, who estimate their loss at \$5,000.

Winfred E. Bryant of Brockton, Mass., has acquired the hay and grain business of the late Arthur D. Copeland. The property is valued at \$15,000. Mr. Bryant is a son of one of the partners in the grain firm of Bryant & Soule at Middleboro.

W. W. Robinson of Seattle, Wash., has secured the contract for 3,000 tons of wheat hay for the army in the Philippines. His bid was \$23 a ton. A San Francisco dealer will ship 4,500 tons to the army headquarters. All bids for timothy were rejected.

Articles of incorporation have been filed by the C. W. Campbell Co. of Westerly, R. I., with C. W. Campbell, G. H. Milville and John T. Edmond as incorporators. The first two gentlemen have conducted the hay and grain business, which the new firm will operate, for many years.

A stock company with \$35,000 capital stock is being organized to rebuild the alfalfa mill recently burned at Norton, Kan. It is figured that the net profit in nine months would amount to \$11,000, which equals 31 per cent interest on the investment. The three buildings connected with the plant will be constructed entirely of cement and will be absolutely fireproof.

On November 8 it was reported in Chicago that local hay dealers would start proceedings against the western railroads before the Interstate Commerce Commission because of the embargo they are placing on the hay trade in Chicago. On account of the failure of the roads to furnish ears there is a scarcity of hay and prices are at almost famine figures despite the big crop. Choice timothy was selling lately at \$18.50 to \$19.50 per ton, but now the price of No. 1 timothy on the track has

reached \$21 a ton, or \$25 a ton to the consumer, which is \$6 more than it was at this time last year. Choice timothy hay costs \$2 a ton more than No. 1 and the price is steadily advancing.

Traders at Pittsburg, Pa., declared on October 20 that an attempt was being made to corner the hay market in western Pennsylvania. Options at \$12 were taken all through the various counties west of Somerset. Where the farmer hesitated \$13 was offered. The price is steadily rising. No intimation was made by the agents as to the identity of the real purchaser. In one section 3,000 tons were optioned in a single day.

H. S. Cruikshank, a hay dealer at Mount Gilead, Ohio, has recently perfected a baling machine which will decrease the bulk of a standard and uniform in weight bale of hay. From eighteen inches he can reduce the bale to nearly six, but the wires are not strong enough to hold it in those dimensions, so ten inches will be the size. The desire is to prepare his hay for export, the freight rates on vessels being charged according to space occupied rather than by weight.

It is announced the Otto Weiss Alfalfa Stock Food Co. of Wichita, Kan., is about to enlarge its storage capacity, which will make it the largest exclusive storehouse of alfalfa in the country. An addition to the north of the company's present warehouse located at Thirteenth and Santa Fe avenues is to be thirty-six feet wide and ninety feet long. It is to be added to the north of the present structure, which is 290 feet long. Several hundred tons of baled material may then be stored. Work on the construction of the addition is to begin at once.

Choice hay has seldom been as scarce on the market as at present, and it is very rare to find a car of No. 1 timothy. Good No. 2 is about the top average of quality in baled hay coming to this market. Dealers inform us that a considerable portion of the baled hay arriving is only fit for cattle feed. Advices from Brockville and Napanee are to the effect that the shortage in the hay crop in those districts is a serious loss to farmers, who will be compelled to import hay and feed during the coming winter in the place of a surplus for export as in former years. The abnormal condition of the hay trade can be understood by the fact that in some parts of the interior the price of hay is higher than in this market. Prices here are very irregular, No. 2 being quoted at from \$15.50 to \$17, these prices of course representing different qualities of No. 2. One dealer stated a few days ago that it was difficult to fill all his orders for ships' supplies of cattle feed. There is little or no demand from England, as prices here are above an export basis.—Montreal Trade Bulletin, November 1.

In a recent issue the New York Produce News said: "There is very little hay around the yards. There seems to be a preconcerted plan on the part of the farmers all over the country to hold their hay and not let it go to market as it should. This is the second month of new hay and it is quoted for prime \$23, a price as high as it ought to be next May. It is said that the farmers are reasoning that they will not let the dealers make the money that they made last year and they propose to hold on to their hay and get some of the profits themselves. Last year the shippers bought liberally early in the season, shipped it and made a good profit. The farmers seem to want to get this profit back. If this plan is carried out the farmer will keep the market bare and the prices up until after the holidays, when he will get frightened and dump so much on the market that it will send the prices away below where they ought to be. This plan does not give the consuming public hay as it needs. There is hardly hay enough to meet the demand. The crop is short and if the farmers insist upon holding back they are going to create a great deal of dissatisfaction all over the country."

CANADIAN HAY.

"Much of the hay that is being sent in from the country is complained of by our dealers and shippers as being of wretchedly poor quality, dark in color and scarcely fit for feed in our best stables," says the Montreal Trade Bulletin. "A considerable portion of it, however, is used for cattle feed on board ocean steamers. Of course farmers usually get rid of their inferior hay first, but this year many have very little else to market, owing to the wet weather during harvesting in many sections of this province. Others have not sufficient fodder for their own use to carry them over the winter, and will therefore be compelled to buy hay, as a number in eastern Ontario are doing already by purchasing in this market. A shipper to Great Britain stated a few days since that the class of hay which many country dealers were sending in to the city was wholly unfit for export, as it was dark in color and otherwise of inferior grade, and what few lots of good hay were arriving commanded quite a premium over the ordinary arrivals. The out-

look for a good export trade is not very encouraging, as England seems to have housed a large crop, although a considerable portion of it, like our own, is of inferior quality, due to excessive rains, and consequently the poor grades bring down the price of the better class. It is stated that quite a lot of clover mixed will be suitable for export, but farmers are loth to part with it."

SIXTEEN YEARS OF ALFALFA IN KANSAS

A bulletin recently issued by F. D. Coburn, the Kansas secretary of Agriculture, states that it is sixteen years since alfalfa became of enough importance to recognize in the statistics of his department. Then the area for the state was shown to be 34,384 acres. This year it is 742,140 acres, a gain of 205.8 per cent over the area of 1891. Last year the area was 20.7 per cent less than this season. The crop is found in 103 of the 105 counties and in Jewell county 49,000 acres are devoted to it, while Smith and Butler counties have over 30,000 acres each. In concluding his report Mr. Coburn says: "In Kansas alfalfa growing was a prelude to prosperity and is the steadfast promoter of her progress. From comparative obscurity it has steadily risen to the foremost rank of the hay plants and has already resulted in quadrupling the state's output of tame hay. In 1890 the value of the tame hay crop was two million dollars, while that of 1905 was worth over ten and a half million dollars. The annual value of the products of live stock in that time has been practically doubled."

A NEW KIND OF HAY.

Assistant Director Welborn of the Agricultural and Mechanical College Experiment Station of Texas is quoted as saying:

"The Missouri Experiment Station has been experimenting with a crop that seems to surpass any claims that the most enthusiastic seed catalogue could possibly make. This new crop is supposed to be of East Indian origin and is called vigna eatjang, which is said to be a typical Hindoo name meaning 'fat of the land.' In co-operation with some three hundred farmers in Missouri, the station found 227 of them agreeing that it makes as much hay in eighty days as red clover will produce in fifteen months. They were nearly unanimous in pronouncing it better hay than clover, and most of them declared it nearly if not quite equal to alfalfa in feeding value. It has been found that over half the soil in Missouri is too poor or too much worn to grow clover, and a much larger part will not grow alfalfa. It was agreed by all these farmers that vigna eatjang will grow vigorously on any acre of land in the state from the poorest to the richest, and it enriches the land beyond any plant ever heretofore known, leaving the soil in such loose, mellow and friable condition that it does not need plowing to put in a grain crop. Many direct tests were made of its marvelous land enriching effects. One farmer found that after growing an acre and saving the finest crop of hay he ever saw, the increase in the yield of corn the next year was thirty-three bushels. Many of them found increases of fifteen to twenty-nine bushels of corn, ten to nineteen bushels of wheat and twenty to twenty-five bushels of oats as a result of growing the new crop of hay, besides the crop of hay furnished—two to four tons. Making such a wonderfully rapid growth and covering the ground so early, the cost of cultivation is almost nothing; in fact, nearly maximum crops were made in several cases without a liek of work from planting to harvesting. Another valuable feature of the eatjang is that it is also excellent for pasture. Horses, cattle, sheep and hogs thrive on it."

[For the New York State Hay Association.]

THE BETTERMENT OF THE HAY TRADE.

BY B. A. DEAN,

President New York State Hay Association.

The betterment of the hay trade means a great deal, therefore, let us look at the subject under four different heads: The producer, the shipper, the buyer or commission man, and the consumer. The first problem, the producer.

I have watched the conditions with him over several different states, and am led to believe that in very few cases do we find one who has sufficient knowledge of business to prepare and handle his goods for market after he harvests them. Herein comes the necessity of a shipper, a business man, to handle the goods from the producing to the consuming point. We find that the first two, the producer and shipper, should be in very close touch with each other; and upon the shipper lays a great amount of responsibility in educating the farmer to properly prepare his product in a way

that he receive the best possible results from his labor. We, as shippers, go among farmers and look over their hay and perchance find it weedy, late cut, or damaged by the elements. We make him a price which we think will let us out with a reasonable margin. The farmer accepts our money; we take his goods and market them with varying results.

We make a mistake in not impressing upon the mind of the farmer that he could have received a much larger margin of profit if he had given his crop the attention that a business man should. Educate him to secure help at whatever cost, that he may be able to harvest in season, properly secure and house his crop; and do not leave him laboring under the impression that he has secured the best possible results. Impress upon his mind that the cost of handling his crop (after it had deteriorated in value \$1 to \$2 per ton) is equally as great as it would have been if he had harvested it in the proper season.

As a rule, the farmer takes our word for the value of his product and is not sufficiently informed of what its value might have been if properly secured. Make a broader distinction between first and second grade goods, and show him plainly where he could have bettered his condition. I have had farmers say to me, "It makes little difference how I secure my crop, for buyers pay a uniform price anyway." This we should dispossess their minds of; and I feel confident this would add one great point to the betterment of the condition of the hay trade.

After leaving the farmer's hands the crop becomes the shipper's property; and whatever its condition, it is up to us at this point to prepare it in the best possible shape for market. First, let us instruct our balers, when they arrive at a job and find that the hay is not uniform, to separate it as much as possible in tiers, keeping each grade separate; as we know full well that the farmer will not undertake to do any grading as he draws it to the cars or to our storehouses. This would obviate the necessity of grading from the farmers' wagons, which is objectionable to them after having sold at a uniform price. Let us talk candidly and honestly with our pressers, showing them that a necessary shrinkage does take place between the point of baling and that of consuming hay, and that they should be careful of their weights, honestly giving the farmer the actual weight of the hay he delivers, but being careful to eliminate the weight of the loose hay that accumulates on the bales, and oftentimes the weight of the hook thrown in. Also, impress upon their minds the necessity of keeping dirt and hay seeds that gather around the press out of the bale. The amount of gain to the farmer in this respect is not great, and the effect that it has on the buyer, after he opens the bales and finds this accumulation of rubbish, is very detrimental, and hurts the confidence that the consumer has, or would have, in his dealer, and the gain is not sufficient to offset.

I would impress upon the shipper the importance also of seeing that cars they load are in condition to receive hay. In the scarcity of cars that has prevailed there is an incentive to take any car that can be obtained. Leaky roofs, dirty floors, on which paint, coal, ice or oil have been loaded, is a dangerous condition for a car. We make a practice of instructing our loaders, as a last resort, to burst a bale of hay and cover the floor completely and thickly, rather than to take any chances of staining and discoloring the bales. When these conditions are followed, it gives buyers more confidence, when they are looking for straight goods, and they are willing to pay more if the shipper has exercised proper care.

I have had very good success in impressing upon the minds of the pressers that I should hold them responsible for a percentage of losses in weights. We heard the other day much said in regard to plugging cars and fixing car doors. I believe this is entirely wrong. There is such a thing, and I instruct our loaders to always place the bales in the doors in a uniform manner, and shaping them so as to make a clean and presentable appearance to the purchaser and, unless otherwise noted on the invoice, to have the doors show an exact (as far as possible) condition of the car all through. I repeat that, in order to receive the best possible results, to have and to hold the confidence of the receiver, we must put up our goods in shape, so that when he opens the doors he will be able to see a fair sample of what the car contains.

After the shipper has carried out the conditions above referred to, and I apprehend many more that he would add, our goods leave our hands for terminal points. Let us avoid confusion (and losses often) by reading carefully our bill of lading before accepting it, and note that the destination and routing is very plain, and not leave it to the railroad agent to route these cars the most convenient way for him, or that would bring the road

that he represents the largest division of a schedule freight rate. This is often done to the great annoyance of and loss to the shipper and receiver. We think that we could also avoid losses by having the number of bales inserted in each consignment, and on the railroad documents as well, as often, in case of accident, if the hay is transferred en route, there does not seem to be as many bales tallied at the terminal as at the shipping point.

Now we come to the pivotal point. The goods have been raised, purchased by the shipper, loaded and shipped. This would seem an easy matter; and it is, if our purchases have been made in keeping with the market and the goods have been properly loaded. But they must be sold, and sold at a fair percentage of profits, if we are to continue in business. Some shippers have argued that the commission man is an unnecessary adjunct to our business. I cannot fully agree with this, as it appears to be necessary for us to have a business man at the consuming as well as at the producing end of this trade; and I am led to believe that it is impossible for the shipper to keep himself otherwise in that close touch with the consumer that seems necessary in this day of ups and downs in business. Therefore, the question arises, which is cheaper, for the shipper to keep a salesman at the consuming end, or turn his goods into the hands of business men. If our goods were to go to one terminal, it might be profitable to keep a salesman; but as most of us use markets that are hundreds of miles apart, it would need a much larger volume of goods than the average shipper has, or we would find a salesman at each terminal point an expensive luxury. Therefore, we turn to the commission merchant as the most available party for an outlet. You commission men are, or should be, in close touch with your trade; and if a fellow feeling of fairness, uprightness and honesty does prevail between the shipper and receiver, we should arrive at a fair solution of this problem. I realize full well that at every terminal point there is an incentive for some unscrupulous receiver to go into business and profit by the confidence that the reliable commission merchant has gained by honorable and fair dealing. I feel justified also in claiming that any shipper can find in each and every large market of our states a list of men whose business integrity is above reproach and into whose hands he can safely place his goods for sale.

There has come to our attention during the last three months, in which a feverish market has prevailed, the fact that a few commission men have offered inducements at one and even two dollars per ton above the associated members in their cities. This might induce the inexperienced to pay fictitious prices for goods to fill an imaginary demand as indicated by these wild-cat quotations. But such shipper, if he is well posted, ought to realize that it would be impossible for any one man to get one to two dollars a ton above prices attainable from twenty or more reliable up-to-date business houses of long standing. We commend highly the reports sent out from those larger terminal points made up by the associated members, and we apprehend that these reports are a consensus of the ideas of these men as a whole; and we believe they have given a very fair idea of the prevailing markets during the past year. We know full well that several (I would rather say a few) self-styled commission men have ignored the shipper by sending their buyers into the country to solicit trade from the farmers, and we find that in many cases they have bought direct from the farmers at prices that the farmers were satisfied with and which we believe the commission man never intended to fully live up to. This has worked to the disadvantage of the honorable commission merchant, and has been a source of great annoyance to the trade in this state during the past two seasons. For after their buyers had examined the goods in store, after being baled, they have then claimed that on arrival they did not come up to the grade and by the hooks and crooks known to these self-preservation fellows they have "done" the farmer out of a good portion of his money. We fully believe that this manner of doing business should be frowned upon by every honorable business man connected with the trade, as it has worked a great harm to the producer, as well as the trade in general.

Now we come to the fourth and last thought, the consumer. As I see it, the consumer is largely at the mercy of the shipper and receiver. Let there be a close union between us who handle the second largest money value crop of the United States. Let us be open, free and fair with each other. If we are, the consumer will receive his supply of goods at its actual value, and the best conditions of our trade will be obtained.

Mr. Wilson of Ulysses, Kan., contemplates erecting a warehouse for broomcorn at Syracuse, Kan., with a capacity of 500 tons.

COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Partial Delivery Validates a Contract Required to Be in Writing.

On the appeal of Gabriel vs. Kildare Elevator Co., 90 Pacific Reporter, 10, the Supreme Court of Oklahoma says that this was an action brought by the Elevator Company to recover damages for the breach of an oral contract to deliver corn. The Elevator Company alleged that it entered into an oral agreement with the defendant Gabriel by which he agreed to sell and deliver to the Company 200 bushels of ear corn at 30 cents per bushel and 1,000 bushels of shelled corn at 31 cents per bushel; that, pursuant to said agreement, Gabriel delivered 52 bushels of corn, which was accepted and paid for at the agreed price; that Gabriel then refused to deliver any more of the corn, although the Company was able, ready and willing to take and pay for the same; that the Company was damaged by such failure in the sum of \$100, for which judgment was prayed.

The cause was tried to the jury in the district court and a verdict was returned in favor of the plaintiff and judgment entered for \$55 and costs, which is affirmed.

It was contended that the contract was within the Oklahoma statute of frauds, that is, that it was required to be in writing. But the court holds that a delivery and acceptance of any part of the goods, or chattels, which are the subject of an oral agreement and within the statute of frauds, at any subsequent time, and their acceptor, takes the contract out of the statute of frauds and makes valid the entire contract, and this doctrine it applies to this case.

Ownership of Market Quotations.

The supreme court of Minnesota holds, in the case of the Chamber of Commerce of Minneapolis vs. Wells, 111 Northwestern Reporter, 157, that continuous market quotations of grain, etc., obtained by the plaintiff at considerable cost and expense for the exclusive use and benefit of itself and members, are, until published to the public, property, and entitled to the protection of the law as such.

A limited and restricted publication of such quotations does not extinguish the exclusive property right therein. A limited or restricted publication is one which communicates the quotations to a select few upon condition expressly or impliedly precluding their rightful ulterior communication, except in restricted private intercourse. A publication not thus restricted, both as to persons and purpose, is general.

The act of plaintiff in recording the quotations upon a blackboard in its building for the information of its members, and like conduct on the part of members in their private offices, being for the exclusive benefit of their customers, such members being under obligation to plaintiff not to disclose the quotations otherwise than in their own business intercourse, does not constitute a general publication of the quotations, entitling the public to appropriate and make use of the same.

A person not a member of plaintiff corporation, and not entitled to make use of its quotations, may be restrained from wrongly and unlawfully obtaining the same.

Rights Between Carrier and Consignee of Delayed Corn.

A purchaser of a carload of corn at Marion, Ind., had same shipped to him at Aden, Ky. The first carrier took it to Ashland, 33 miles from Aden. It was delivered there about September 1, but not at Aden until October 2. In the meantime the consignee made other arrangements for corn at Aden and had no use for it there. He agreed, however, to take it if the company would deliver it at E. K. Junction, eight miles from Aden and between Aden and Ashland. The company refused to do that. It also refused to make any deduction from the freight on account of the delay in getting the corn to Aden. The consignee then declined to pay the freight and take the corn. The corn lay on the sidetrack at Aden until about December 20, when the company notified the consignee that it would sell the corn for its charges. On January 8 the company shipped the corn to Cincinnati and there sold it for \$240, from which it deducted its freight and charges, \$12.15, leaving \$112.85, which it tendered to the consignee. He refused to accept the money, and brought suit

against the company for the conversion of the corn. The jury found a verdict for him for the value of the corn, less the amount of the freight charges, and judgment for this is affirmed by the Court of Appeals of Kentucky.

The long delay in getting the carload of corn from Ashland to Aden was accounted for by the defendant company by the fact that its yards at Ashland were congested, and that it could not sooner move the car out. Manifestly, the court says (*C. & O. Ry. Co. v. Saulsberry*, 103 Southwestern Reporter, 254), the delay was unreasonable, and the railroad company was liable to the consignee for damages; but this did not give him the right to refuse to receive the corn and throw it upon the hands of the railroad company. But, when he did refuse to receive the corn, the railroad company, after it refused to make any concession to him on account of the delay, had no right to convert the corn to its own use or to dispose of it contrary to law. It had a lien on the corn for its freight charges.

When the consignee declined to receive the corn, it became unclaimed freight; and the court thinks a carload of corn is perishable freight within the meaning of the Kentucky statute. It was, therefore, incumbent upon the railroad company, as soon as it was deemed necessary and proper, to make a sale and give notice both to the consignor and consignee, and as this was practicable, also to publish the notice of the sale for four weeks in some newspaper of general circulation in the state. What the statute evidently contemplates ordinarily is a sale at the place where the freight is. But, if it is necessary to sell it at some other place, for want of a market or other reason, still the sale must be made in this state and after notice, as provided in the statute. The statute has no operation outside of the state, and a sale made out of the state or without notice as provided by the statute is void. The act of the company in taking the carload of corn to Cincinnati and there selling it operated as a conversion of the corn.

ARBITRATION DECISION.

The following decisions have been made by the arbitration committee of the Texas Grain Dealers' Association:

Smith Bros. Grain Co. vs. Paul Bean Grain Co.— In the above-styled cause, pending adjustment by the arbitration committee of the Texas Grain Dealers' Association, we, the said committee, find as follows:

From the evidence submitted in this case, it appears that the defendant sold the plaintiff two cars, two thousand bushels of oats, settlement to be based on destination weights. Plaintiff furnished defendant with certificate to weights at destination, and made draft on defendant for the amount of its over-draft, which defendant allowed to go to protest.

The committee cannot undertake to determine whether weights at destination were correct or not, and in accordance with our usual custom, we render a verdict in this case strictly in accordance with the contract, and find for the plaintiff as follows: Draft paid R. I. No. 350661, \$476.95; draft paid C. & E. I. No. 691, \$476.38; protest fees draft for shortage returned, \$4; total, \$957.33. By R. I. No. 350661, 27,675 pounds oats at 47½ \$410.88; by C. & E. I. No. 691, 28,860 pounds oats at 47½ c, \$428.45; award in favor of plaintiff \$118; total \$957.33.

It is, therefore, ordered that the Paul Bean Grain Co., pay the amount of this award, \$118, to plaintiff, Smith Bros. Grain Co., at Fort Worth, Texas, and the secretary is instructed to return Smith Bros. Grain Co. its deposit fee in this case.

White Grain & Milling Company, plaintiff, vs. L. W. Roper & Company, defendants.— In the above-styled cause, pending adjustment by the arbitration committee of the Texas Grain Dealers' Association, we, the said committee, find as follows: Defendants not having filed any answer and not appearing in person or by proxy, the committee finds a verdict for the plaintiff by default for \$47.62, being the amount of their claim in full.

It is, therefore, ordered that L. W. Roper & Company promptly pay the amount of this judgment, \$47.62, to plaintiff, White Grain & Milling Co., at McKinney, Texas, and the secretary is instructed to return the amount of plaintiff's deposit fee in this case.

It appears that defendants, L. W. Roper & Company, having failed to make the necessary deposit as required by the Constitution and By-laws, it is hereby ordered that they promptly pay the secretary, H. B. Dorsey, at Fort Worth, Texas, \$5, the amount of the deposit fee in this case.

J. P. HARRISON,
T. G. MOORE,
W. O. BRACKETT,
Committee.

IN THE COURTS

John Y. Chisholm has been named as trustee in charge of the bankrupt Hawthorne Grain Co. of Bloomington, Ill. His bond is \$50,000.

Suit has been commenced by the Hoffman Elevator Co. of Enterprise, Kan., against the Rock Island railroad for loss of grain in transport, amounting to \$82.

James Lane is suing the O'Dell Stock & Grain Co. of Dayton, Ohio, to recover \$780, which he claims he lost to the defendants in gambling. He also asks for exemplary damages of \$500.

Plaintiff in the case of Carter, Simons & Co. vs. Roberts Elevator Co. was awarded \$1,400 judgment by a jury at Tekamah, Neb. The suit was over the non-shipment and delivery of 40,000 bushels of grain as per contract.

Alleging it had sold the defendant 44 cars of grain for which a balance of \$1,995 is declared to be due, a suit has been started by the Updike Grain Co. against Bartlett, Frazier & Carrington in the District Court at Omaha, Neb.

Louis A. Bean of the grain firm of Hall, Bean & Co. has entered bankruptcy in the courts at Boston, Mass. He owes \$150, secured by his seat in the Chamber of Commerce, \$209 unsecured, and with Charles S. Hall, as co-partner, \$5,379. His assets are \$75 in real estate and \$630.45 in accounts.

Suits are to be commenced by the authorities of Kansas City against several elevator operators and others to prevent the deduction by elevators of 100 pounds of grain from each car. The grain men of Kansas and the shippers will furnish evidence. The offense charged is a misdemeanor, punishable on every count with a fine of \$25.

It is probable a test case before the Supreme Court that will result because of the order of the Kansas Railroad Commission upon the Union Pacific Railroad to construct a sidetrack to the elevator of the Culver Grain & Live Stock Association at Culver, Kan. The law enacted by the legislature in 1905 is relied upon by the Commission.

A jury in the Commissioner's Court at Tulsa, I. T., on November 6, gave a verdict for the defendant in the case of the Pitts Mill & Elevator Co. of Marshall, Texas, vs. F. P. Hannefin of Broken Arrow, I. T. The controversy arose over the alleged shortage on a car of corn shipped to the plaintiff by Hannefin. It has been in the courts since last May.

The Star Grain & Lumber Co., operating elevators at Wellsville, Waverly, Le Loup, Princeton and Halls Summit, Kan., has commenced suit against the Santa Fe Railroad Co. for \$2,920 damages on account of the failure of the road to furnish cars for the shipment of grain. The actual damage asked is \$700 and the remainder is for costs incident to the suit and additional insurance.

David H. Grant of McPherson, Kan., has been appointed receiver for the Parker Grain Co. of that place. H. Parker intends to arrange his affairs as early as possible. He has engaged Judge Martin of Hutchinson as one of his attorneys and has succeeded in checking the bankruptcy proceedings instituted in Missouri. Mr. Parker says that the Parker Grain Co. was tied up solely by the Bank of Commerce at a time when it was impossible to move the vast amount of grain which had been bargained for. He announced his determination to pay off the debts of the company.

Judge McCoy recently handed down a decision in the courts of Day County, South Dakota, upholding the treasurer in the assessment of taxes on elevators situated in Day County belonging to the Empire Co., Bagley Elevator Co., Exchange Grain Co. and Crown Elevator Co. In these cases the plaintiffs claimed that the taxes were void, because their elevators were assessed at a higher rate than other property and because the several assessors of the county followed certain printed instructions furnished them, which instructions recommended and instructed them to assess all elevator buildings at their full value.

In a petition filed with the Interstate Commerce Commission the Hayes-Eames Elevator Co. of Nebraska, operating grain elevators along the Burlington lines in Nebraska at Adams, Axtell, Crab Orchard, Dalton, Elk Creek, Table Rock, Filley, Giltner, Hazard, Hendley, Hemingford, Hollinger, Huntley, Morseland, Minatare, Rockford, Shickley and Trumbull, alleges the Burlington is discriminating against it in favor of the Nye-Schneider-Fowler Grain Co., the Central Granaries Co. and the Foster Grain Co. It is especially charged that on grain handled by complainant at Table Rock

the allowance made for elevation is too small in comparison with the allowance of $\frac{3}{4}$ of 1 cent per 100 pounds which is made in favor of concerns handling grain at Lincoln and other points.

In the cases of the Harth Bros. Grain Co. et al. vs. the Illinois Central R. R. Co. et al., the Interstate Commerce Commission arranged an agreement whereby the defendants submitted to a reparation order of 3 cents per hundred pounds on grain shipped to Atlanta, Ga., from a group of towns on its lines in Kentucky. In 1904 the road increased its uniform rates 4 cents per hundred pounds.

Elmer J. Kiddle of Omaha, Neb., doing business as the Kiddle Grain Co., has commenced suit in the District Court against the Burlington Railroad Company to get possession of 1,200 bushels of oats contained in a car which, he avers, the defendant is withholding from him. When the action was instituted on October 18 he claimed the grain had been held twenty-four days, damaging him to the extent of \$100. Kiddle asserts the railroads are trying to put him out of business by refusing to deliver his grain promptly. Recently he began suit against other roads, charging them with failure to deliver his grain promptly.

W. S. Milne, proprietor of the Baltic Roller Mills at Baltic, S. D., is, through the attorney-general's office, prosecuting the Hunting Elevator Co. and the South Dakota Grain Co., both doing business in Baltic, charging them with illegal competition in the sale of coal, flour, salt and grain. The complainant charges that the two defendant elevator companies have conspired together to put the prices of the by-products of the elevators so low as would eventually force other concerns doing business in the same line out of business. The law provides that if, after due investigation and trial in court, these companies are adjudged guilty of the charge made by the complainant, they may be fined and their state charters revoked.

Irvine L. Lenroot was recently appointed special examiner by Judge Sanborn of the federal court to take testimony in the suit of the Globe Elevator Co. vs. the Wisconsin Warehouse & Grain Commission. The first hearing took place on November 4 at Superior, Wis. The testimony taken is the preliminary step toward having the injunction suit brought by the elevator company against the commission, tried on its merits. All evidence will be compiled and submitted to Judge Sanborn for his decision, and no matter what may be his ruling it is expected that the case will go to the United States Court of Appeals at Chicago for final determination. Several months will have elapsed before the matter will have reached the Court of Appeals, but when passed upon by that body the validity of the Wisconsin grain law will be determined.

COBURN ON CORN.

In his latest remarks on corn in Kansas, Secretary Coburn of the State Board of Agriculture says:

"The fact that Kansas years ago unimpeachably obtained first place and world-wide fame as a producer of wheat has from the first, not unnaturally, had more or less the effect of obscuring from those not keenly observant the state's pre-eminent position in corn production. A result of this is to incline those without knowledge of the facts to the idea that such a bulk of wheat must be by far the most important crop Kansas farmers raise. Its fallacy is really exposed by statistics which are entirely impartial, and reveal that, compared in importance and value with corn, wheat is a secondary and side issue, which must be aggregated with other products to even approach the value of corn."

"Speaking in round numbers, the state has in the last twenty years raised about three billion bushels of corn, worth on the farms where it was grown about \$850,000,000. In the ten years ending with 1904 the corn of Kansas was worth \$106,000,000 more than was wheat in the same period. This period included three of the largest wheat crops in the history of the state and one of the smallest of corn. In the preceding ten years the corn crop was worth nearly two hundred million dollars more than the wheat crop of the same period. The corn crop was worth more than six million dollars more than all other products of the soil in 1902, and in the two preceding seasons corn outvalued all other field products."

"The value of the crop of 1902 from only one-sixteenth of the state's area was sufficient to cover five times the cost of the Louisiana purchase."

"In Kansas corn is the monarch of her many cereals and the barometer of her prosperity."

Scarcity of help in parts of Kansas has led to the practice of selling corn "in the field," the buyers paying about \$20 an acre (estimate of 40 bushels) and feeding it. The cost of harvesting where help is available is \$5 and board per acre.

CROP REPORTS

South Dakota—Wheat, 56; flax, 74.3; rye, 79.1; barley, 79.4; oats, 66.8.

Minnesota, east of the Omaha R. R.—Wheat, 36; flax, 76.9; rye, 55; barley, 64.1; oats, 50.3.

It is evident from reports received that Indian Territory will have an increase of 20 per cent in its acreage of wheat sown this fall.

Doane Robinson believes there are 56,561,268 bushels of corn in South Dakota, valued at about \$4,000,000, more than last year's crop. Last year this estimate was 77,414,351 bushels.

Michigan's report gives the average yield of corn as 30 bushels, and the per cent of fodder is 52. The per cent of clover seed is 66. The condition of growing wheat is 86 for the state.

In the Tennessee state report wheat shows a percentage of 70 as against 56 last season; rye is 69 per cent; corn condition is 78 per cent, and it is believed this crop will be nearly as good as last year.

John W. Arrasmith, state grain inspector of Washington, opines a big increase in the wheat acreage of his state will be discovered next year. Especially does he look for an increase in Yakima, Rattlesnake and Klickitat counties.

According to the Ohio State report the corn prospect is 73 per cent; buckwheat, 83 per cent; clover seed, 47 per cent; rye, 85 per cent. The acreage of winter wheat sown is 88 per cent, compared with last year, and its condition is 82 per cent.

E. J. Smiley, secretary of the Kansas Grain Dealers' Association, recently stated that the corn crop of Kansas would not exceed 180,000,000 bushels and would probably fall below that figure. He says that the crop for the present year is about 60 per cent of the crop of 1902.

The Nebraska estimate of the oats crop is 1,407,699 bushels, compared with 1,476,371 bushels a year ago. Labor Commissioner Ryder also figures the wheat crop as averaging 18.85 bushels this year. Grain men estimate Nebraska's corn crop at 190,000,000 bushels or one-fourth less than last season's yield.

An interviewer on November 1 obtained from Hon. Frank Oliver, Minister of the Interior of the Dominion of Canada, his opinion that the wheat crop will be in the neighborhood of 80,000,000 bushels, as against 90,000,000 bushels last year. The oat crop he estimates at 85,000,000 bushels, compared with 87,000,000 bushels last season. All the grain was saved in excellent condition.

A report received November 1 from the Tri-State Grain Dealers' Association at Minneapolis, Minn., and compiled from the reports of 540 well-distributed correspondents in Southern Minnesota and South Dakota is as follows: Southern Minnesota, west of and including the Omaha R. R. and south of and including the Breckenridge Division of the Great Northern—Wheat, 54.7; flax, 72; rye, 71.3; barley, 76; oats, 60.5.

The estimate of State Statistician Stubbs makes it evident Indiana's corn crop will be about the same as last year. Sixty-four of the ninety-two counties have reported, showing an average yield of about 39 bushels per acre. The average yield per acre for the entire state last year was 41 bushels. The total yield in the 64 counties reporting this year is 105,549,705 bushels. The total yield for the state last year was 165,076,971 bushels.

Saskatchewan's wheat crop this year is 9,000,000 bushels short of last season's crop, according to the official figures. The following is an estimate of the season's crop carefully compiled from the reports of a large staff of correspondents:

Crop Area	Total Yield.	Yield per Acre.
Grain.	Acres	Bushels.
Wheat.....	1,847,708	28,042,108
Oats.....	772,770	29,167,964
Barley.....	60,261	1,903,072
Flax.....	85,209	921,043

According to Secretary Wells of the Iowa Grain Dealers' Association in its report of November 8, the estimated shipping surplus of the average Iowa corn crop of 300,000,000 bushels is about 50,000,000 bushels. If present conditions, discouraging to the feeding of corn continue, it would seem that the shipping surplus of this year's crop, even though it be not over 250,000,000, would be 175 per cent compared with last year, based at 100 per cent. Final estimates on corn yield will be made on December 1, and Mr. Wells feels warranted by the general information received in saying that the October 1 estimate of 300,000,000 bushels will be materially reduced, possibly to 250,000,000 bushels, a large percentage of which will be soft and will no doubt give the dealers much trouble.

The Crop Reporting Board of the Bureau of Statistics of the Department of Agriculture issued its regular report on November 9, as follows: The preliminary returns in the production of corn in 1907 indicate a total yield of about 2,553,732,000 bushels, or an average of 26 bushels per acre, as compared with an average yield of 30.3 bushels per acre (2,927,416,000 bushels) as finally estimated in 1906, 28.8 bushels in 1905, and a ten-year average of 25.4 bushels. This and other preliminary estimates of yield made to-day are subject to such revision and correction as may be found proper when the final estimates of the bureau are made next month. The following table shows for the twenty-five principal corn states the preliminary estimates of total production and of average yield per acre in 1907, with the final estimates of yield per acre for 1906 and the ten-year averages, in bushels:

States.	Total Production, 1907. Preliminary.	Average Yield Per Acre.		
		1907. Preliminary.	1906. Final.	For T. n Years.
Illinois.....	342,756,000	36.0	36.1	34.0
Iowa.....	291,092,000	30.5	39.5	32.5
Nebraska.....	179,328,000	24.0	34.1	27.7
Missouri.....	221,520,000	31.0	32.3	28.0
Texas.....	155,589,000	21.0	22.5	19.0
Kansas.....	155,142,000	22.1	28.9	22.1
Indiana.....	168,840,000	36.0	39.6	34.5
Georgia.....	57,538,000	13.0	12.0	10.6
Ohio.....	113,963,000	34.6	32.6	34.9
Ken tucky.....	87,392,000	28.2	33.0	28.0
Tenne-ssee.....	78,364,000	29.0	28.1	22.4
Alabama.....	45,816,000	15.5	16.0	13.0
North Carolina.....	45,078,000	16.5	15.3	13.7
Arkansas.....	40,024,000	17.2	23.6	18.8
Mi ssissippi.....	37,111,000	17.0	18.5	15.2
Indian Territory.....	51,788,000	24.2	33.6	27.2
Oklahoma.....	58,751,000	24.5	32.9	23.5
South Carolina.....	29,807,000	15.1	12.2	9.8
South Dakota.....	45,416,000	25.5	33.5	26.6
Virginia.....	46,025,000	25.0	24.3	21.3
Louisiana.....	28,000,000	17.5	17.2	16.8
Minnesota.....	39,096,000	27.0	33.6	29.4
Michigan.....	45,270,000	30.1	37.0	32.0
Wi-con-in.....	46,688,000	32.0	41.2	33.6
Pennsy-lvania.....	45,922,000	32.5	40.2	34.5
United States.....	2,553,732,000	26.0	30.3	25.4

The general average as to quality is 82.8 per cent, as compared with 89.9 last year, 90.6 in 1905 and 86.2 in 1904. It is estimated that about 4.5 per cent (130,995,000 bushels) of the corn crop of 1906 was still in the hands of farmers on November 1, 1907, as compared with 4.4 per cent (119,633,000 bushels) of the crop of 1905 in farmers' hands on November 1, 1906, 3.3 per cent of the crop of 1904 in farmers' hands on November 1, 1905, and 5.3 per cent, the ten-year average for old corn on hand November 1.—The preliminary estimate of the average yield per acre of flaxseed is 9 bushels, as compared with the final estimate of 10.2 bushels in 1906, 11.2 bushels in 1905 and a five-year average of 9.6 bushels. A total production of 25,420,000 bushels is thus indicated, against 25,576,000 bushels finally estimated in 1906. The average as to quality is 89.7, against 92.7 in 1906, 94.6 in 1905 and 92 in 1904.

STORAGE RECEIPT FORM.

The Royal Milling Co. of Great Falls, Mont., is storing grain for farmers, issuing a receipt with the following conditions:

The receipt contains an agreement, whereby the holder shall receive from the mill the amount and quality of wheat specified in the receipt upon the surrender thereof, subject to the following charges:

"1. For receiving, loading and shipping at other points than Great Falls, 2 cents per bushel, and for receiving, elevating, insuring and delivering at Great Falls, 2 cents per bushel, all of which will be refunded if the grain is sold to the Royal Milling Co.

"2. Freight from receiving point to Great Falls.

"3. Storage charges at the rate of $\frac{1}{2}$ cent per bushel for each 15 days or part thereof.

"4. The grain to be held at the mill at the owner's risk of loss or damage from elements, riot, heating, the act of God or anything which may have been caused by the act of the holder of the receipt.

"5. If the grain is not sold to the Royal Milling Co., the right is reserved to deliver the same quantity from any other elevator or warehouse, subject to the same or less rate of freight to Duluth or Minneapolis, as the tariff rate from Great Falls.

"6. Any grain of the previous crop remaining in store on and after July 1 will be held at the owner's risk, as to condition; this grain is insured for the benefit of the owner."

As the practice of "plugging" or "setting up" ears of grain threatened to become epidemic this fall at Duluth, the elevators there having suffered considerable loss from this nefarious trick, they have posted notice of their intention to charge two cents per bushel for cleaning ears which are found to be in this condition.

FIRES--CASUALTIES

The elevator of the Grain Producers' Co. at Grand Forks, N. D., burned recently and a large quantity of grain ran out onto the ground.

Miller & Graves lost their elevator at Duncan, Ill., on November 1, when fire completely destroyed it. The village had no fire protection.

S. B. Murphy's grain elevator at Carberry, Man., caught fire on October 21 from an overheated bearing and some 20,000 bushels of grain were badly soaked with water.

More than 8,000 bushels of corn stored in the granary of the Choctaw Flour & Feed Mill Co.'s plant were lost in the fire which swept away that institution on Oct. 24.

The Clover Leaf Elevator at Madison, Ill., containing 25,000 bushels of grain, was burned down on October 12, as well as other adjacent buildings. The loss was about \$40,000.

Fire destroyed the buildings of the Harrisburg Elevator Co. at Harrisburg, Ill., on October 23. The loss was \$15,000, including that on adjoining property. About \$2,500 insurance was carried.

Samuel Angert's grain warehouse, a frame structure in East Buffalo, N. Y., was destroyed by fire on October 21, causing an estimated loss of \$20,000. Other property in the neighborhood was damaged.

Manager F. J. Grove of the Central Granaries Co.'s elevator at Strang, Neb., badly mashed two of the toes of his left foot when a wagon pinned his foot to the dump foundation. The accident occurred late in November.

The elevator at Arrow River, Man., belonging to the Lake of the Woods Milling Co., was burned to the ground early in October. About three carloads of wheat were destroyed. The building and contents were fully insured.

When the roller mill at Grand Forks, N. D., was burned on October 17, two big elevators were badly scorched but were saved by the fire department. A stock of 1,500 bushels of wheat was lost. C. Harrison was owner of the plant.

A fire on the morning of October 22 destroyed the Western Canadian Elevator Co.'s plant at Slyeton, Man. More than 20,000 bushels of wheat were lost. The fire is believed to have started from a hot box. It is said the insurance partly covers the loss.

A loss of \$1,070,000 was sustained by grain and milling interests in a disastrous fire at Superior, Wis., on November 8. The Great Northern Elevator with 600,000 bushels of grain was the heaviest loser. Details of the fire will be found in another column.

Fire destroyed the Atlas Elevator and the Western Elevator at Estelline, S. D., on October 17. It is thought sparks from a locomotive were responsible. About 8,000 bushels of grain were lost, as well as some box cars. The total loss was \$12,000, fully insured.

Spontaneous combustion is attributed as the cause of the fire which destroyed the elevator at Virginia, Ill., belonging to Charles W. Savage & Son. About 5,000 bushels of grain were consumed, causing a loss of \$9,000 in all. This was practically covered by insurance.

Recently the Great Western Elevator at Leonard, N. D., sprang a bad leak when the warehouse attached to the main building gave way at the northwest corner and let 1,000 bushels or more of wheat out on the side track, and with no cars available to take it up gave the company some trouble taking care of it.

If it had not been for a private fire company the Rockafellow Grain Co.'s plant at Carson City, Mich., would have been completely destroyed by fire on November 1. The flames originated from an unknown source, but were confined to the section where potatoes, etc., were stored. The loss was \$1,500.

Griswold & Adams, grain dealers at Dalton, Mass., were burned out on October 30. Their loss was \$20,000, well insured. They had over 300 barrels of flour, a large quantity of meal, oats and corn, baled hay and other commodities, that were all destroyed. It is quite likely that they will rebuild on the old location.

Lawrence Peterson, agent of the Imperial Elevator at Hallock, Minn., narrowly escaped losing his arm on October 26 while elevating grain. In reaching to shut off the feed while his attention was directed to the unloading of grain he put his hand into an opening in the casing of the leg and it was caught by the cups. He had presence of mind to grasp the cup with his other hand, and as the belt was slack he managed to hold it from turning until others who were present shut off the power.

His hand was badly cut and bruised, but had he not been able to hold the belt he would likely have lost his arm.

Recently the floor of a building owned by J. F. Libbey at Oshkosh, Wis., and occupied by F. J. La Mourche, caved in, dropping 1,800 bushels of grain into the excavation below. All was recovered with the exception of a few bushels, although it required the services of five men for three days to complete this task.

It is believed that a spark from a locomotive was the cause of a fire which early in November destroyed the Dibble Grain Elevator at Acme, Iowa. About 12,000 bushels of grain were consumed. This is the third time that an elevator at that place has been destroyed. First it was by a cyclone and the other times by fire. Many of the surrounding farmers had grain stored in the building.

The Imperial Elevator at La Salle, Man., was destroyed by fire on October 18, and both the Ogilvie and Cormier elevators were in great danger of destruction. Mystery surrounds the origin of the blaze, which was discovered about 9 o'clock in the evening. At the time P. L. Berge, manager of the company, was in the office reading and he had barely time enough to save the books and a few personal effects.

Fire swept away the New Holland Elevator at New Holland, Ill., on October 18, causing the Farmers' Grain & Coal Co. of Mason City a loss of \$12,000. The origin of the blaze is unknown, as the fires were out. The burned elevator contained 3,800 bushels of wheat, 3,000 bushels of oats and 2,000 bushels of corn, valued at \$6,500. The building was valued at \$6,000. The insurance on the grain was \$5,000 and on the building \$3,500.

An elevator at Wright's Switch, near Mattoon, Ill., was burned down on October 18. The building had been leased for the past year by the Big Four Elevator and Milling Co., who also control the Big Four elevator in that city. The structure was the property of W. L. Major. Whether Mr. Major carried any insurance on his property is not known, but the engine, which belonged to the lessors, was insured for \$350, while the contents were insured for \$1,000.

The warehouse of the J. D. Frazier Grain Co. at Atlanta, Ga., was on October 15 seriously damaged by fire, which followed the explosion of a gasoline torch carried by an electrical worker. Before the fire was controlled damage to the extent of \$13,000 had been done. The warehouse building is owned by the R. O. Campbell Coal Co. Both it and its contents were insured. The exact loss is not known, but insurance men state that it will run up to about \$13,000, most of which was due to the grain and hay destroyed.

Fire destroyed the Attica, N. Y., Malt House on October 23, entailing a loss estimated at \$18,000. The cause of the fire is unknown, but the theory is advanced that it was the work of an incendiary. Others' ideas are that it was due to spontaneous combustion. The elevator and storage buildings had a capacity of 100,000 bushels and contained \$8,000 worth of barley and malt. James H. Loomis, owner of the malt house, estimated this loss at \$10,000, partly covered by insurance. The building was operated by C. H. McLaughlin, whose loss of \$8,000 is also partly insured.

Sparks from a passing locomotive are credited with causing the destruction of the old C. H. & D. Elevator at Cincinnati on October 18. The building was five stories high, of brick construction in front but adjoined by a wooden building in back. It had been idle for several months and was being razed to make room for a modern structure. The damage to the property will be less than \$2,000. The building was built by the E. R. Dykins Company as a storage warehouse, and was purchased from it by the C. H. & D. R. R., which converted it into a grain elevator and later a warehouse.

Henry Buck, proprietor of the Preble Elevator, near Decatur, Ind., is the latest victim of the fly wheel. On October 28 he was working about the machinery in his mill when he was caught in the belting, whirled entirely around the fly wheel and dashed to the floor with awful force, crushing the life from his body. The accident occurred in the morning and his body was not found until nearly 1 o'clock in the afternoon, at which time his wife became alarmed at his absence and instituted a search, with the above results. He was unconscious when found and an examination disclosed he had received a deep cut over the left eye, his ear being torn off, the cheek bone crushed, the skull fractured and his left arm broken in two places. He was removed to his home and died in a very short time. He leaves a wife and three little daughters.

The farmer boys in Grundy County, Iowa, are reported to have formed a union and decided to ask 5 cents a bushel for husking corn this season, an advance of 2 cents over the price paid last year.

BARLEY AND MALT

The Manitowoc Malting Co. of Manitowoc, Wis., will install a new wagon scale.

The price of barley dropped from \$1.07 down until on October 26 it sold for less than 80 cents at Minneapolis. Some of the lower grades of barley sold for 50 cents.

S. A. Barns of the Pacific Coast Elevator Co. purchased 18,000 bushels of barley from a pool of five farmers near Weston, Ore., paying \$25 a ton for the cereal on October 18.

Articles of incorporation have been filed by the Northern Malt Co. of Chicago, Ill., which is capitalized at \$60,000. Those interested are Asa Mathes, David F. Rosenthal and Thomas M. Carter.

It appears that the Chicago inspectors have discovered sulphured barley in some of the recent arrivals from the West. Only a few cars reached the trade and the grain had to be sold for feed.

Doane Robinson estimated the barley crop of South Dakota at 874,964 acres, with a yield of 20,438,820 bushels. This makes a yield of \$4,000,000 bushels less than last year, with a market value of about \$7,000,000 in excess of last year.

Fire destroyed the malt house at Attica, N. Y., causing a loss of \$18,000. The building contained about \$8,000 worth of barley owned by James H. Loomis. The fire is believed to have been of incendiary origin. Insurance partly covers the loss.

Receipts of barley have increased at the Omaha, Neb., market until the report for the month of October issued by the Grain Exchange shows 101,000 bushels for the four weeks, or almost as much as was received in Omaha during the ten months of 1906 from January 1 to November 1.

It is reported the Kurth Co., maltsters, at Columbus, Wis., have acquired six acres of land along the belt line near Lanyton Park, Milwaukee, Wis., and contemplates erecting a large malt plant. Its present plant at Columbus will be moved to Milwaukee. It is understood work will commence at once.

A new 4,000-horsepower dynamo has replaced the old 3,000-horsepower machine in the plant of the Winona Malting Co. at Winona, Minn., and a new boiler with three patent stokers has been installed. Other improvements increase the storage capacity from 400,000 bushels of barley to 750,000 bushels. The additions to the elevators and malting plant will permit doubling the output of malt. Under the old conditions one million bushels of malt could be turned out in a year, while with the additions it will be possible to reach an output of two million bushels.

On October 26 two cargoes of barley were sold at Chicago for shipment from Portland, Ore., to Australia at a price that would have netted \$1.08 in Chicago by adding rail freights. A few purchases made by Chicago firms on the Pacific coast at comparatively low prices some time since raised the price there beyond a shipping basis to eastern countries. Buyers of cash barley have recently lowered their prices to about 80 cents to Wisconsin farmers, as against \$1 as the price paid them during the height of the barley excitement a short time since. The decline has resulted in holding a great deal of barley off the market, thus relieving the financial tension.

A perusal of the annual report of the American Malt Co. tends to hold out small hope for the payment of a dividend in the near future on the cumulative preferred stock. There is \$9,000,000 of this preferred stock, the dividends on which are cumulative at the rate of 4 per cent from April 1, 1906, to Oct. 1, 1906, and at the rate of 6 per cent after October 1, 1906. No dividends have been paid. During the last year the American Malting Co., the operating concern, had profits of only \$10,517. After adding \$157,211 received from the sale of property, and deducting \$368,120 for charges, the deficit for the year was \$200,392. The blame for such a remarkably poor showing is placed by President Stadler of the company on the mistakes made in purchasing barley.

A receiver is in possession of the Mankato Malting Co. of Mankato, Minn., and Oscar Bierbauer, the company's head. There is but one petitioner in the case of the Mankato Malting Co., and that is the Brown Coal Co. of Sioux City, Iowa, whose claim is \$1,200 for coal purchased. The liabilities of the company are stated as being \$50,000. In the case of Mr. Bierbauer individually the petitioning creditors are Joseph Salter, who holds a \$500 note, upon which \$275 is still due. The liabilities are estimated at \$40,000. O. H. Osmundson is the receiver. The buildings and machinery have been found by him to be entered on the company's books as having cost \$173,000. Besides this there is a quantity of malt and barley. It is said the failure was due to

the high price of barley last month. Mr. Bierbauer has disappeared.

Dispatches from Portland, Ore., on October 18 stated that barley was beginning to go east by rail in large quantities, and it is rumored a full cargo may be sent around the Horn to New York, probably on the steamer Lyra.

THE REASON FOR THE RUSH.

"It is a well-known fact that the maltsters themselves are to blame for the high barley prices prevailing at the present time. They still carry on their books a great many malt contracts, made last season, at prices ranging between 50 cents and 60 cents per bushel, basis track Chicago," say Keitel & Co., maltsters of New York. "At the opening of the new season, about a month ago, the maltsters found themselves with many unfilled contracts on their books, but their malthouses were empty, nor had they secured any barley with which to make the malt, due to their customers, and who were pressing them hard for deliveries. The result was that, as soon as the new crop of barley commenced to move, maltsters, in their frantic efforts to obtain barley, lost all reason and again bid up the price on themselves, causing an advance of over 45 cents per bushel within the past forty days [to October 19]. In order to shift the blame for these fictitious prices from themselves, 'the poor barley crop' gets it in the neck. They figure that there is 35@40c per bushel profit to maltsters at \$1.05 per bushel for barley."

AMERICAN MALTING COMPANY.

An unsatisfactory showing on its operations for the fiscal year ended August 31 was made by the American Malting Co. in its annual report, published on October 30. The heavy falling off in its net profits and the large deficit recorded were accounted for by Charles A. Stadler, president of the company, on the ground that the company was compelled to pay exceedingly high prices for its barley because it withheld the placing of its orders in the belief that the crop would be much larger than it subsequently proved to be.

The company's net profits amounted to only \$10,517, compared with \$606,526 for the previous year, while its charges and taxes involved \$368,120, compared with \$350,874 for the preceding year, leaving a deficit of \$357,603, compared with a surplus of \$255,652 for the year ended August 31, 1906.

During the last fiscal year, the company reported that it derived cash, other than earnings from operation, from the sale of real estate, amounting to \$157,211. This additional income therefore lessened the deficit on the company's business for the year to \$200,392.

The company's general balance sheet, as of August 31, showed total assets of \$33,328,496, compared with \$33,790,443 on August 31, 1906; \$33,631,006 on August 31, 1905, and \$33,024,834 on August 31, 1904.

[From Report of Wisconsin Agri. Experiment Assn.]

ON THE IMPROVEMENT OF BREWING BARLEYS.

BY C. P. NORRORD,
Special Agent, at Madison, Wis.

There is not a single pure-race barley in general cultivation to-day. The terms manchurian, Scotch, Oderbrucker and Chevalier, though some of them represent comparatively good yielders, are nevertheless names of but mixtures of several distinct botanical varieties or races which differ more or less from each other in their yield, maturing, malting and brewing qualities.

At the first glance this does not appeal to the farmer as affecting him seriously. He applies the old argument which has kept the scrub cow so long on our farms, and advocates leaving it alone. Looked at in its relations to the market, and to the malster who sets the standards for the market, the question appears much more serious. It is found that each variety in the mixture has its own period of germination, one kernel requiring four days to develop as far as the malster requires, while another requires eight days. At whatever time the malster discontinues the germination he will have a part of his malt either germinated too far or not far enough. In either case there is a serious loss of the valuable qualities sought for in the barley. Molds, bad flavor and innumerable other serious evils also follow upon this condition.

The general markets have shown within the last few years that this mixture and degenerated condition of barleys is increasing rather than decreasing, despite the efforts which have been made by a few of our agricultural colleges. There is, therefore, ample room for a better barley on our markets, and a very definite demand backed by a lib-

eral price has arisen for an improved barley. As an instance of this, it may be cited that during the last few years the Babst Brewing Company has paid seventy cents for a superior barley obtained from Montana, when the highest market price for common barley was fifty cents per bushel.

It is the purpose in the co-operative work between the Department of Agriculture and the Wisconsin Experiment Station to obtain and place in the hands of the farmers of the barley areas of the United States, and Wisconsin in particular, a barley which will command this high price in the markets of the United States. There is need of bettering not only the products going into our own markets, but also those going into European markets. According to consular reports, our barleys are demanding a price far below the market price of the best Bavarian and Bohemian barleys in Europe. The cost of freight per bushel from New York to Hamburg, Germany, is only about nine cents, while the prices paid for good malting barley in Bavaria are twenty to forty cents per bushel higher than those in America. Recent laws in England requiring the use of pure malt is opening that market to a good quality of barley. It is, therefore, time for us to better our grain and place on these markets a barley which will have a reputation and capture and hold these markets for us.

The utter annihilation of the barley industry on the small farms in the East by the great level fertile grain areas of the West, where the use of improved machinery is possible, indicates to us the possibility, almost the certainty, that, given an equally good variety of grain, these same grain areas can successfully compete with the small farms of Europe, with their primitive methods, even with the necessary disadvantage of transportation. It is for us to find the evils with our present barleys and remedy them.

Reports from Europe agree with those from malsters and brewers in America regarding the lack of uniformity in germination and the other evils consequent upon the serious mixture of our present barleys. We believe, therefore, that the remedy lies in the introduction of pure races of superior brewing barleys into the barley areas of the United States. We propose, therefore, to attack the problem by the following lines of work: 1. The importation of pure races of barley; 2, the breeding of pure races of barley; 3, the testing of pure races of barley for yield and malting; 4, the establishment of large barley centers for each variety; 5, dissemination of information on culture and care.

By pure races of pedigreed barley we mean such as originated from a single seed and have passed through a rigorous course of selection. We propose to carry on our breeding work at this station along two definite lines: first, by line breeding; and, second, by hybridization. The process of line breeding which we intend to carry out is that first carried out in this country by Prof. W. M. Hays, assistant secretary of agriculture, while agronomist at the Minnesota Station. It consists in growing the progeny of a single seed, and weeding out carefully each year the poorer plants while the strongest and most desirable plants are retained. Thus within five or six years sufficient seed of a superior quality can be secured to sow one-twentieth of an acre.

The process of hybridization consists in fertilizing one flower with pollen from another, thus by selecting two plants which have each desirable qualities we shall be able to combine the two and produce a stronger and more desirable progeny.

We propose thus to work toward the ideal of securing after a few years some desirable variety. Professor Moore has been at work the past six years; and as a result he has now the only pedigreed barleys produced in the state. During these years he has been working steadily but quietly, and has now sufficient pedigreed seed of four varieties to sow one-tenth of an acre of each for the coming season. These varieties are Oderbrucker, Manchuria, Golden Queen and Silver King. These quantities are somewhat small as yet when we think of stocking the whole United States, or even the state of Wisconsin, with them, and the prospect of accomplishing the same thing with varieties still to be produced is still farther in the distance.

We have learned, however, of a great work which has been done in Sweden by Dr. Atterberg and his successor, Dr. Hjalmar Nilson of Svalöf, Sweden. These men have now available and in circulation in Sweden a number of choice varieties of pedigreed barleys. The United States Department of Agriculture intends to make use of these varieties in its work with barleys, and we have now at Washington 2,200 pounds of each of seven varieties of pedigreed barleys, with which we are ready to begin work. These barleys we intend to test thoroughly in the barley areas of the United States, making a careful study of their yields, plant characteristics and adaptability to the varying environments of soil and climate found throughout our country; for we find that grains

change materially under changes of environment.

With this in view, we have, during the past few months, arranged to test these seven varieties at thirty-five places throughout the United States. These experiments will be placed so that we may have the widest possible variation of latitude without change of longitude. We have, for instance, one or more experiments in each of the states extending from Texas on the south to the northern boundary of North Dakota on the north. We shall have also a series of experiments extending from Washington, D. C., to California. These experiments will be visited during the growing season and a careful study made of the yield and characteristics. Similar tests from year to year, with comparisons, will finally give us data by which we may make a wise choice of the variety to locate in any of the barley areas of the United States. Not only do we intend to conduct tests for yields, but we plan to subject our varieties to the most rigid tests for the market, disseminating them by placing them in the hands of malsters and brewers for malting and brewing tests. With this in mind we have arranged with Otto Toepfer, near Madison, to grow twenty acres of three varieties; namely, Hanchen, Primus and Princess. The Pabst Brewing Company has promised to conduct a test for us and a number of others stand ready to make similar tests.

Thus, after satisfying ourselves of the actual market value of each of our pedigreed varieties as to malting quality, and after determining the yield and other characteristics on various soils and under varying environments, we shall be able to locate in each barley growing section the barley which will be best adapted to that section and which will bring the best price on the market.

We shall pursue, therefore, for the whole United States the policy which Professor Moore is planning to carry out in this state; namely, to establish large areas in the barley growing sections of the United States where only one variety of barley shall be grown. Thus shall we be able to keep pure the varieties which we introduce into each area as pure varieties.

NEW GRADES IN MANITOBA.

The Grain Standards Board of Manitoba on October 24 made a new grade of wheat to be known as No. 6. It is defined to include the wheat that just misses No. 5 and is too good for feed grade, thus closing some of the usual gap of 10 to 11 cents discount between No. 5 and feed.

At the same meeting the Board adopted the following resolutions:

Resolved, That we, the members of the Western Grain Standards Board, view with appreciation and satisfaction the increasing confidence with which the British and foreign importers regard the Manitoba inspection system, and the thoroughly efficient and trustworthy manner in which it is being administered by the present inspection staff.

Resolved, That a grade of feed barley be hereby established, which shall include all barley weighing 42 pounds and under.

Resolved, That under clause 72, section 2, a committee be appointed which shall, if possible, select commercial grades for weather-damaged oats if the committee find, on reference to the Department of Trade and Commerce, that it is legal for the Board to establish commercial grades for oats; and in any case the committee are authorized to select any commercial grades for grain other than are already established, if such shall be found necessary.

Resolved, That in case of the legal decision being adverse to this Board having the right to select commercial grades of oats, then the Minister of Trade and Commerce be written by the chairman and secretary, urging on behalf of the Board that the inspection act be amended to give this board the authority to establish commercial grades for oats.

Resolved, That in the opinion of this Board, if the sub-committee find they have power to select commercial grades of oats, then it would be wise to call such grades No. 1 and No. 2 feed oats.

Resolved, That Dr. Saunders, of the Dominion Central Experimental Farm at Ottawa, be requested to make a milling and baking test of samples of the various grades (including the commercial grades) of wheat and that he return the result for publication by the secretary; also, that Professor Harcourt, of the Ontario Agricultural College, at Guelph, be requested to make similar tests, and also to include the various grades of oats.

The Pacific Coast expects to export nearly 50,000,000 bushels of wheat of the crop of 1907, and one firm alone is said to have no less than seventy-five vessels under charter at this time.

SEEDS

Wadena, Minn., shipped two carloads of clover seed and mixed tame grass this season.

The Allan Seed Co.'s warehouse at Sturgeon Bay, Wis., is completely filled with peas.

The annual meeting of the Indiana Corn Growers' Association is to be held on January 15, 1908, at Purdue University.

John Laking of Hurley, S. D., will build a spacious drying house to cure his corn for seed. He will have several hundred bushels for market.

Farmers around Pillager, Minn., are raising clover seed on an extensive scale, and it is estimated \$20,000 worth of seed will be marketed this fall.

The Gurney Seed Co. has leased the Jencks' rural home at the entrance to "Lover's Lane," near Yankton, S. D., where it will establish its seed corn headquarters.

Recently a Sauk Rapids, Minn., elevator paid \$3,518 for ten loads of clover seed, all marketed by Benton County farmers. Matt Fleigle received a check for \$548 for 68½ bushels.

J. M. Hurab of Henning, Minn., is an extensive grower of mixed grass seed, having lately sold \$1,086 worth to Noble Bros. of Forsland, Ill. He still has 5,000 or 6,000 pounds on hand.

Seed dealers of Wisconsin held a meeting at Milwaukee on October 29, to take some action regarding the present state law which was strict on the point of labeling in regard to quality. At the meeting a committee was appointed to take necessary action in case any dealer in the association should become involved in a law tangle. Eleven dealers in the state were present.

On October 30, a meeting of the Texas Corn Growers' Association was held at Dallas, Texas, to arrange for a corn show to be held in January. The executive committee of the Growers' Association is composed of President Thomas A. McGalliard, Garza; A. M. Ferguson, Sherman; W. W. Boyce, Runge; J. H. Connell, Dallas; J. H. Hornbeck, Corsicana; C. S. Smith, Crandall; De Witte McMurray, Dallas.

A circular from R. Liefmann Sons, Hamburg, Germany, dated October 17, says concerning European red clover, "crop is about two or three weeks late, but if the weather keeps steady, neither the crop of Germany nor Europe will be an especially large one. A small to medium, perhaps a medium, crop may be looked for. England expects a small crop; Chili can dispose of smaller quantities than last year; Austria-Hungary may have medium crop; Germany far below medium; Belgium and Holland, nearly nothing; France far below medium; Italy, below medium; Russia—the north, far below medium; the south and center, below medium."

A new bean picking machine has been installed in the Richmond Elevator Co.'s plant at Richmond, Mich. About all there is is a wide endless belt with a slant in two directions. Narrow metal strips set at slight angle run cross and just touch the belt four or five inches apart. The beans are fed on the higher edge of the belt and as it runs slowly uphill the perfect beans roll down against the strip below and work off the lower edge of the belt, while the split, light and imperfect beans and stones, etc., not rolling so easily, are carried on the belt to the under side of the strip above and work off the belt at its end. Nothing is left for the hand pickers except the removal of discolored but otherwise perfect beans. The machine has a capacity of about a hundred bags per day.

A London circular received late in October says: "Red clover, owing to the unsettled weather, is in serious jeopardy—most of it being cut but not carried—which is much to be regretted, as a fair crop of fine quality would have put a lot of money into our farmers' pockets, and given the finishing touch to a splendid season. Two finer days in October than Saturday and yesterday it would be difficult to remember, but this does not apply without exception to all districts, as rain is reported in some places. Nothing can at present be said about prices, because the trade is awaiting developments; suffice that American seed is quoted at 80s c. i. f. March delivery for Toledo prime, which is anything but fine quality, and which has been sold on spot within the last twelve years for 26s. On the other hand, continental countries have better yields than last year. Bohemia has seed, and so has Hungary. Russia is an important factor, but so far we lack reliable data. Our own crop is said to be on a smaller acreage than the outlook might appear to justify. It follows,

therefore, that the trade is groping in the dark, with price possibilities ranging anywhere from 50s to 80s."

Recently the Iowa Seed Co. of Des Moines, Iowa, sold an interest in its rapidly growing business to three of the employes who have been for many years with them, namely, J. N. Albright, who has been bookkeeper and accountant for sixteen years past; Geo. L. Kurtzweil, seed corn specialist, who has been employed by them for twelve years, and Geo. C. Baker, who for five years has been with this company and has charge of the advertising department. At a special meeting of stockholders they were all elected directors of the company, but M. Kurtzweil retains the presidency and Chas. N. Page will continue to be general manager and treasurer.

Zahm & Co. of Toledo, Ohio, say in their Red Letter of October 31, regarding clover: "It has been a very profitable deal for the bulls, although the receiving here of considerable prime from other markets and the making of prime by some of the dealers here, all of it being delivered to the October bulls, prevented the latter from forcing the price much higher than it sold at. The high point was \$11, the low \$6.72½. So you see those who bought early and hung on made a big profit. A Toledo seed house had most of it bought, and while they have sold some they have been obliged to take in a lot of the actual seed and of course haven't made their profit on it yet, although they no doubt have it bought so low that it will make them a lot of money. The Red Letter has for two or three weeks advised shippers to buy what seed was coming on basis of the December and March and on basis of the quotations given for the various off grades and pay no attention to the price of October, because at that time the October was selling at quite a premium over December and March and the off grades. Those who didn't heed this advice now have some high priced seed on their hands. The situation looks healthy because every day that passes shows that the crop is turning out even smaller than some of the bulls themselves figured on. Of course much hinges on the foreign crop; in fact, the price later on will depend entirely upon what amount of seed comes from abroad."

BEAN CROP.

The field bean crop harvest of 1907, now practically completed, shows very irregular returns. The acreage in many Michigan counties proved quite generous, and some sections report a bigger gross tonnage than a year ago; this notable in parts of Oceana County, says Orange Judd Farmer. However, wet weather during a part of September greatly interfered with the Wolverine State harvest, and in many instances thousands of dollars were lost by farmers on this account. Beans are most sensitive to climatic conditions at the harvest period, and no doubt the protracted September rains will have a marked effect upon the available supply of choice marketable beans to come from the West. The County Gentleman as to Michigan says: "Although the bean shippers say that it is rather early for an authoritative statement regarding the bean crop of the state, the general opinion is that notwithstanding some damage has resulted from the recent rains, particularly to the earlier varieties, no serious loss is anticipated. Had the weather been favorable from the middle of September, the yield was estimated at a possible 6,500,000 bu., representing a money value of at least \$9,000,000."

"It is said that the average farmer of to-day is able to give this crop far better care than even ten years ago, as he now works along systematic, if not scientific lines, guided by past experience and the instructions given annually by the Bean Jobbers' Association. This season, owing to the prevailing dampness, minute directions for properly curing the beans were published in all the newspapers in the bean-raising districts; especial attention was called to the fact that as the apple crop was so nearly a failure, the evaporators would not be in use, and the suggestion was made that whenever possible they should be utilized for drying the beans. A few years ago the ordinary farmer would have been extremely reluctant to depart from traditional methods, but would continue in the old way, taking his chances as to the returns being favorable or the reverse."

"The shippers, who keep closely in touch with the situation at all times, maintain that such damage as may result from the late rains is fully offset by the greater acreage planted this season, estimated at 10 per cent above last year, when the average of three pounds to the bushel was the nominal shrinkage in hand picking, the method generally adopted in Michigan. This year that average can run from six to nine pounds under the increased acreage and still give the same value to this season's crop as that of one year ago. The yield depends greatly on the soil and the culture

given, but a prominent grower and handler of this nutritious legume says that the yield per acre this season is far in excess of the prophecies a few weeks ago, as it will run from 20 to 28 bushels. As Michigan prices for hand-picked beans are to-day from \$1.60 to \$2 per bushel, we can but hope that favorable weather will exceed the unfavorable, giving the farmers an opportunity to gather this and other waiting crops without fear of serious loss."

Continued dry weather during the main period of growth had its effect upon the crop in western New York. Orange Judd Farmer's scattered reports from several of the principal producing counties tell of moderate to short yields. In fact, some correspondents in such counties as Niagara, Monroe, Genesee, all important factors, say the outturn will run about 50 per cent of normal. In sections of Wayne the crop is reported larger than last year. In Orleans a moderate crop secured. As previously outlined, the tendency in the Empire state this year has been to grow red varieties more largely, and cut down the acreage of pea beans. In some New York counties buyers are giving \$2 to \$2.20 per bushel for new crop pea beans.

Evidently dealers at the big market centers of the country are not inclined to believe there will be an unwieldy surplus of beans during the coming winter. This is evidenced by the steady advance in prices during recent months.

DODDER.

Dodder is the worst, the most widely distributed and the most rapidly increasing plant parasite which we have in the United States. In Europe it is looked upon by farmers with such fear that dodder-infested seed is practically unsalable.

Whence comes dodder? Many people cannot tell you. Of course, it does not spring up spontaneously, as was once supposed; it seeds and germinates the same as any other plant. But as soon as it finds some "host" plant to cling to the lower part dies and vanishes, and it becomes a parasite. When it shows itself to the farmer, on his clover or flax or alfalfa, it has no connection with the soil; it depends entirely upon its host plant.

"The dodder plant, especially as a menace to clover and alfalfa culture, is becoming more and more prevalent throughout the country and is everywhere commanding attention from farmers," says F. H. Hillman, assistant botanist of the seed laboratory of the Department of Agriculture, in the advance sheets of Farmers' Bulletin 306, which will be ready for free distribution this month.

Dodder has a preference for plants whose lives it saps, including most of the leguminous crops; but it principally infests the different kinds of clovers, alfalfa and flax. Cheap clover seed may always be looked upon with suspicion, as it is likely to contain dodder seed. Mr. Hillman's bulletin gives an illustration of a clover and grass field almost completely destroyed by dodder.

There are six principal kinds of dodder in this country, but the seed of all can be easily designated with the help of a small magnifying glass. Mr. Hillman's advice is to thoroughly inspect all clover seed purchases for dodder seed, and if it is found in any quantity reject the seed. But if the dodder gets past the seeding period and appears in the clover field, it should certainly be destroyed early by removal or burning (a small tendril will start a new plant), and thus prevent reseeding. Most of the species of dodder seed can be removed from clover seed by a 20-mesh screen, made of No. 30 wire.—Guy E. Mitchell in Kansas Farmer.

It has been a hard year on the interior elevator men in the oats section. They were badly singed on their hedges put out early in the summer. After taking them off they held their cash oats until the market commenced to break, when they began to ship and to put out hedges, and some sold their oats at a drop of 15 cents. To make the situation more exasperating, the upturn in prices was so sharp that when they started to take off their last hedges at low figures they were whipsawed again. The farmer and the speculators have made all the money in oats this season.—Inter Ocean.

At Evansville, says a local paper, new corn came in so rapidly during the last two weeks of October that the elevators were filled up, and as it was impossible to shell the corn as rapidly as it came in and as much of the new corn was really too soft and wet to market it accumulated in the dumps to such an extent that the first loads, which were still in the bottom of the dumps, began to heat and the elevator men realized that they must shut off taking in any more grain until the bins have been entirely cleaned up, in order to prevent loss. So the elevators are worked night and day in order to shell the supply already on hand.

[From Bul. 147, Kansas Experiment Station.]

SHRINKAGE OF CORN IN CRIBS.

BY A. M. TEN EYCK AND V. M. SHOESMEK.

Experiments were begun in 1903 to determine the shrinkage of corn after it was cribbed in the fall. Three small board cribs of sufficient capacity to hold about four thousand pounds each of ear corn have been filled each year at husking time as follows: Crib No. 1, white dent corn; crib No. 2, yellow dent corn; and crib No. 3, mixed corn, namely, small amounts of corn of different varieties.

The cribs were lined with fine wire netting to keep out the mice. A fourth crib was not filled with corn, but was weighed each time that the filled cribs were weighed as a check to determine the gain or loss in weight of the empty cribs. The gain or loss in weight of the check crib was added to or subtracted from the weights of each of the other cribs in securing the net weights of corn at each weighing. The average weight of the empty crib was about 410 pounds, but the cribs have usually gained in weight during the winter and spring, varying sometimes as much as 10 per cent from the normal or lowest weight.

The corn has been husked each fall when it was dry and in good condition to crib. The plan has been to fill all the cribs as nearly at the same date as possible, the first weights being taken as soon as all the cribs were filled. The exact dates at which the weights were taken each year is noted in tables XV, XVI and XVII, which also include the net weight of the corn at each weighing, the percentage loss in weight secured by comparing each net weight with the original net weight of the corn in each crib, and the average net weight and the average percentage loss in weight of the corn in all the cribs at each of the several dates when comparative weights were taken. It was the plan to weigh the cribs about the first of each month, but this plan has not always been fully carried out.

The varieties used in these trials were as follows: Forsythe Favorite (white dent), McAuley (white dent), Kansas Sunflower (yellow dent), and Hildreth (yellow dent), all late or medium late maturing varieties, requiring from 130 to 135 days to mature, and the Reid Yellow Dent, a medium early variety, maturing in about 115 days. The mixed corn included a few bushels of many kinds of corn, both early and late maturing varieties, and this crib was intended to represent an average sample of field corn of all varieties commonly grown in this state.

The corn was husked and put into the cribs the last part of November and the first week in December, in 1903, and the first crib weights were taken December 5. From samples taken at husking time, the moisture in the ear corn as cribbed was determined as follows: White corn, 24.94 per cent of moisture; yellow corn, 19.73 per cent of moisture. No moisture determinations were made of the mixed corn. Referring to table I it will be observed that the corn lost 2.33 per cent in weight on the average during the first month. There was little decrease in weight during the balance of the winter. During the spring months the corn decreased gradually in weight, the total average loss on May 6 for all cribs being 6.14 per cent. Except the yellow corn, which showed a great loss in weight (5.66 per cent) in the last month of the trial, the weight of the corn remained about the same throughout the summer. The June weights actually showed a slight increase over those taken in May. The final weights, taken August 17, when the cribs were emptied, showed a shrinkage of 7.92 per cent as an average for the eight and a half months. The white and yellow dent corn lost on the average 3.79 per cent more in weight than the mixed corn. At the close of the experiment several mice were found in the crib of yellow corn, and this may account, in part, for the greater decrease in the weight of this crib during the last six weeks of the trial.

In 1904 the corn ripened earlier than in 1903, and was husked in October, the first comparative crib weights being taken October 26.

The white corn contained 18.95 per cent of moisture and the yellow corn 21.32 per cent of moisture as determined by samples taken when the corn was put into the crib; thus the corn was drier when cribbed in 1904 than in 1903. No weights were taken in November and December in the 1904 trial. On January 31 the average loss in weight of the corn in all cribs was 5.17 per cent, the yellow corn showing the greatest decrease in weight. Again, as in the previous trial, there was little loss in the weight of the corn during the winter, but all the cribs showed a great shrinkage in weight during the spring and early summer months. The lowest weights for the year, with one exception (the yellow corn),

AMERICAN ELEVATOR AND GRAIN TRADE.

were recorded on June 20, the average shrinkage at that date being 11.32 per cent. The final weights taken October 7, nearly twelve months after the corn was husked, showed an average shrinkage of 12.21 per cent. As in the 1903 trial, the mixed corn again lost less in weight than the yellow corn and white corn, the ratio of shrinkage being 6.72 to 14.88 per cent. On July 20 and August 24 there was an actual gain in the average weight of the cribs, and the mixed corn continued to gain during the last period, from August 24 to October 7, when the final weights were taken.

In the 1905 trial the first comparative weights

TABLE I.—SHRINKAGE OF CORN, 1903-4.

Date.	Crib No. 1, White Corn Forsythe Favorite.	Crib No. 2, Yell'w Corn Kansas sunflower.	Crib No. 3, Mixed Corn All Varieties.	Average for the Three Cribs
	Actual weight of ear corn, lbs.	Actual weight of ear corn, lbs.	Actual weight of ear corn, lbs.	Actual weight of ear corn, lbs.
	Loss, compared with first weight, per cent.	Loss, compared with first weight, per cent.	Loss, compared with first weight, per cent.	Loss, compared with first weight, per cent.
Dec. 5, 1903....	3,555.....	3,900.....	3,768.....	3,741.....
Jan. 6, 1904....	3,436 3.34	3,814 2.21	3,714 1.43	3,655 2.33
Feb. 6, 1904....	*3,438 3.29	3,805 2.44	*3,720 1.27	3,654 2.33
March 5, 1904....	3,421 3.76	3,796 2.67	3,634 3.56	3,617 3.33
April 6, 1904....	3,304 7.06	3,766 3.44	3,607 4.27	3,559 4.92
May 6, 1904....	3,215 9.56	3,736 4.21	3,593 4.64	3,515 6.14
June 7, 1904....	*3,225 9.28	*3,776 3.18	3,593 4.64	*3,531 5.70
July 4, 1904....	3,200 9.99	3,736 4.21	3,583 4.75	3,508 6.32
August 17, 1904....	*3,253 8.49	3,515 9.87	3,565 5.39	3,444 7.03

*Gained in weight.

of the experimental cribs were taken November 16. Five weeks later (December 23) the cribs had lost only about one-half of one per cent in weight on the average, and the crib of white corn had actually gained in weight during this period. No weights were taken in January and March. On February 6 the average shrinkage was 2.26 per cent, and on April 19, 3.86 per cent. All the cribs gained in weight during May, as shown by the June 5 weighings, after which there was a gradual decrease in the weight of the corn until October 16, when the final weights were taken, which showed an average shrinkage for all the cribs of 5.82 per cent in eleven months. The yellow corn showed the greatest loss in weight, 8.48 per cent; the mixed corn shrank 6.42 per cent, while the white corn lost only 2.44 per cent in weight during the whole period.

Five samples of the white corn, taken at husking time, contained, on the average, 15.2 per cent of moisture. A single sample of the Reid Yellow Dent, which was husked a little earlier than the McAuley, contained 18.9 per cent of moisture when husked.

A summary of the results of the several trials is given in table III. This table shows the percentage shrinkage in weight of each kind of corn for the several periods of four, six, eight, ten and twelve months after cribbing, but these periods are only approximate and not exact. It appears from this summary that the yellow corn has given the greatest average shrinkage, not only for the whole twelve months, but also for each of the

TABLE II.—SHRINKAGE IN CORN, 1904-5.

Date.	Crib No. 1, White Corn Forsythe Favorite.	Crib No. 2, Yell'w Corn Hildeth.	Crib No. 3, Mixed Corn All Varieties.	Average for the Three Cribs
	Weight of ear corn, pounds.	Weight of ear corn, pounds.	Weight of ear corn, pounds.	Weight of ear corn, pounds.
	Loss, compared with first weight, per cent.	Loss, compared with first weight, per cent.	Loss, compared with first weight, per cent.	Loss, compared with first weight, per cent.
Oct. 23, 1904....	4,150.....	4,100.....	4,015.....	4,118.....
Jan. 31, 1905....	3,953 4.75	3,879 7.42	3,881 3.34	3,904 5.17
March 6, 1905....	*3,966 4.19	3,869 7.66	3,807 5.18	3,884 5.67
April 8, 1905....	3,884 6.41	3,734 10.88	*3,897 2.93	3,838 6.71
May 10, 1905....	3,769 9.18	3,670 12.41	3,742 6.80	3,727 9.46
June 20, 1905....	3,679 11.11	3,549 15.30	3,712 7.55	3,647 11.32
July 20, 1905....	*3,705 10.72	*3,629 13.39	3,698 7.90	*3,677 10.67
Aug. 24, 1905....	*3,745 9.75	3,609 13.87	*3,722 7.30	3,692 10.31
Oct. 7, 1905....	3,550 11.48	3,550 15.27	*3,74 6.72	3,615 12.21

*Gained in weight.

shorter periods. The next greatest shrinkage occurred in the white corn, while the mixed corn has lost less weight during the year, and has shown less shrinkage for each of the shorter periods, except the first four months, than the white corn or yellow corn.

The final average for all the trials indicates that when corn is put into the crib fairly dry and in good condition the shrinkage during the winter months is not great, being a trifle over 5 per cent as an average for the first six months after the

corn was cribbed. This loss would not be sufficient, usually, to equal the difference in the weights which are required for a bushel of car corn as sold in the fall and as it may be sold in the winter or early spring. Late in the winter and in the spring seventy pounds of good, dry ear corn is considered a bushel, while in the fall the farmer is required to give seventy-five to eighty pounds for a bushel. Also, the loss on the original weight in eight or ten months is not so great as the decrease in the actual value of the corn when the fact is considered that at husking time the price of corn is often more than 10 per cent less than the price in the spring or early summer. The total shrinkage of weight in a year of these nine cribs of corn has been only 8.62 per cent.

It should be observed, however, that in these experiments great precaution has been taken to prevent loss of corn by other than natural means. Mice did get into one crib, as stated above, and it is possible that there was some loss by the grain weevil, although the presence of these insects was not noticeable. Besides the loss of moisture and loss in weight of corn which may be due to natural agencies, corn held in the crib on the average farm is more or less subject to damage and loss in other ways. Mice and rats are the means of the destruction of a large amount of grain during the year, on the average farm. Poor shelter and careless methods of storing, by which the corn may be damaged by rain and snow, are also other means of loss in the weight and value of the stored crop.

As to whether the farmer should hold his corn or sell it early in the winter may depend upon several factors, as the price of corn, size of the general crop, condition at husking time, and the accommodation which the farmer may have

TABLE IV.—SHRINKAGE OF CORN, 1905-6.

Date.	Crib No. 1, White Corn McAuley.	Crib No. 2, Yell'w Corn Reid's Yell'w Dent.	Crib No. 3, Mixed Corn All Varieties.	Average for the Three Cribs
	Weight of ear corn, pounds.	Weight of ear corn, pounds.	Weight of ear corn, pounds.	Weight of ear corn, pounds.
	Loss, compared with first weight, per cent.	Loss, compared with first weight, per cent.	Loss, compared with first weight, per cent.	Loss, compared with first weight, per cent.
Nov. 16, 1905....	3,650.....	3,810.....	3,580.....	3,680.....
Dec. 23, 1905....	*3,673 *63	3,753 1.50	3,557 .64	3,661 .50
Feb. 6, 1906....	3,635 .41	3,700 2.89	3,455 3.49	3,597 2.6
April 19, 1906....	3,565 2.33	3,590 5.77	3,460 3.35	3,538 3.86
June 5, 1906....	*3,595 1.50	3,587 5.85	*3,460 3.35	*3,547 3.57
Aug. 31, 1906....	3,590 1.92	3,560 6.56	3,443 3.82	3,528 4.10
Oct. 16, 1906....	3,560 2.47	3,487 8.48	3,350 6.42	3,46 5.82

*Gained in weight.

for saving his crop. If the crop is normal and the price of corn is unusually low at husking time, and the farmer has a good crop, the usual recommendation would be to hold the corn. Judging from these experiments, corn may be kept safely without great loss in weight until March or April, and if there is a question as to the success of the new crop it may be advisable to hold old corn even later than the date named. However, in Kansas, and in states further south, old corn is very apt to become infected with the grain weevil or grain moth and great loss occasioned in this way, provided the corn is held too late in the summer. In the northern states, where these pests do not prevail, corn may be safely held for late summer and early fall sale.

This experiment is being repeated again with the purpose of discovering, if possible, what occasions the decrease in weight. It would appear that the shrinkage in corn is not due entirely to the loss of moisture, but that there is an actual loss of dry matter. The amount of moisture in the corn has not usually been determined at the close of the experiment when the cribs were emptied, but samples of the white corn, Forsythe Favorite, cribbed in 1904, were taken October 25, 1905, soon after the cribs were emptied, and the moisture determined as follows:

Grain, 11.87 per cent of moisture.
Cobs, 12.85 per cent of moisture.
Ear corn, 12.25 per cent of moisture.

Another sample of ear corn taken from the seed-corn room upon the same date contained 11.42 per cent of moisture.

The shrinkage in the weight of the white corn in 1904-05, due to loss of moisture, could not have been more than 6.9 per cent, since the new corn contained only 18.95 per cent of moisture when it was put into the crib. However, the white corn actually lost 14.48 per cent in weight in the trial referred to, and it will be observed that in almost every case the shrinkage in the weight of the corn was greater than may be accounted for by the loss of moisture.

An important point which will be studied in future trials is to determine in which part of the ear the shrinkage is greatest, namely, whether the corn or the cob loses most in moisture. A sample of Hildeth corn put into the experimental cribs last fall (1906)* contained 19.75 per cent of moisture in the ear corn. Separate determinations showed that the grain contained only 17.72 per cent of moisture, while the cobs contained 29.36 per cent of moisture. The sample contained

TABLE III.—SUMMARY OF CORN SHRINKAGE TRIALS.

Date of Weight.	Period After Cribbing Months.	Loss in Weight.		
		White corn, per cent.	Yellow corn, per cent.	Mixed corn, per cent.
February	4	2.82	3.86	3.09
April	6	5.27	6.70	5.16
June	8	7.26	8.45	4.69
August	10	6.72	10.10	5.50
October	12	8.48	11.21	6.18

82.6 per cent of shelled corn and 17.4 per cent of cobs. From the data given above it appears that the cobs and grain become about equally dry in old corn. If the minimum moisture in the dry corn reaches 12 per cent, this would give a shrinkage of 5.72 per cent in the grain and 17.36 per cent in the cobs, or an average shrinkage of 7.75 pounds for each hundred pounds of ears, and 3.02 pounds of this shrinkage, or 39 per cent of the total shrinkage, would actually occur from the drying out of the cobs.

MACFADDEN ON "TIGHT MONEY."

The Commercial Record is in receipt this morning of a communication from Mr. W. E. Macfadden, replying to an article published on the 23d in reference to country banks assisting in handling the present year's grain crop, in which he says:

"Sometime when you are in Minneapolis ask some of the commercial paper dealers how much grain paper is carried by North Dakota bankers. I know of one bank not very far from home which has at the present time over \$100,000. It might also be well for you to ask some of the bankers of Duluth and Minneapolis how much North Dakota money is deposited in their banks."

And after making a few caustic comments on the personnel of the editor of the Commercial Record, and grain men in general

TRANSPORTATION

Several cargoes were engaged at Duluth, the forepart of November, at a rate of 2 cents to Buffalo.

The Iowa Railroad Commission is after the railroads of that state in an effort to make them serve their shippers with more cars.

Advices from Seattle, Wash., state that little wheat is being exported to the Orient as yet, though some is going to Europe.

Lower freight rates on grain from all points in the west to Charleston, S. C., are to be adopted by the Southern Railway and the Atlantic Coast Line.

At Cleveland, Ohio, it was said on November 8 that there was no demand for grain tonnage and several of the lake carriers were laying up for the winter months.

The River & Packet Co. of Washburn, N. D., has put a line of boats on the river above Williston, N. D., to haul grain to that place from Nesson and Hoppel counties.

Rates on grain and grain products from Oklahoma and Indian Territory to points on the Frisco as far as Fort Worth, Texas, have been reduced. About fifty towns are affected.

Notice was given early in November by the New York Central, Erie and D. L. & W. railroads that they will contract to move no more export grain through the Buffalo gateway until the grain already in elevators there has been forwarded. This followed an inquiry by the New York public service commission into conditions at Buffalo.

Beginning November 18, a new freight tariff from Winnipeg, Man., west goes into effect on the Canadian Pacific. It is understood that the change means an increase of a little over 30 per cent on the special tariff lists which have been enjoyed by Winnipeg wholesalers for some years past. The C. P. R., in making the change, have raised the rate to the maximum.

On the assurance of Attorney-General Thompson of Nebraska that until January 1 nothing further should be done toward the adoption of the new schedule of grain rates the Nebraska Railroad Commission is considering, an agreement was reached on October 23 by the railroads of Nebraska and the Nebraska Railroad Commission postponing the injunction suit before the Federal Court of Appeals until that date.

The Omaha Grain Exchange had a representative before the State Railway Commission on November 8, with a complaint designed to prevent the increase of switching charges on grain received in Omaha. It is also desired that the cars be moved on, after reaching Omaha, without extra charge. The Exchange introduced evidence tending to show that because of poor service on the part of the railroads, the consignee had no idea when to expect the arrival of a car of grain until it had actually reached the railroad yards and had been set on sidings.

The Interstate Commerce Commission will hold a hearing at Enid, Okla., this month for the purpose of listening to complaints of Oklahoma shippers, and particularly grain men and millers. One of the complaints to be heard is that of L. G. Ocheltree of Chickasha in regard to the grain rate from that city to South Texas points. The particular matter complained of was that 7 cents per hundred more was charged for "snap" corn than for shelled corn, the rate on the former being 34 cents and on the latter 27 cents. Soon after the complaint was filed the railroads readjusted their grain tariff, taking off the extra charge on snap corn, but Mr. Ocheltree wants what he alleges to have been excess charges on several cars of snap corn returned to him, and is also of the opinion that the companies will restore the old rates if the commission does not make an order in regard to the matter.

DECLINE OF OCEAN FREIGHT RATES.

The causes of the marked decline in ocean freight rates during the last thirty years are explained in Bulletin No. 67 of the Bureau of Statistics of the Department of Agriculture, prepared by Frank Andrews, Assistant Chief of the Division of Foreign Markets, entitled "Ocean Freight Rates and the Conditions Affecting Them," obtainable from the Superintendent of Documents, Washington, D. C., at a nominal price.

Instances of great reductions are noted in the case of grain, provisions and cotton. In 1876 wheat

was carried from New York to Liverpool for an average of 16.8 cents (gold) per bushel, and the rate in 1906 averaged only 3 cents per bushel. On salt beef the mean rate from New York to Liverpool by steamers was \$1.42 per tierce in 1876, while in 1906 it was but 54 cents. The average ocean rate charged thirty years ago on wheat from San Francisco to England was more than double the present rate. Reductions in the case of cotton rates were also large, amounting in twenty years to more than 50 per cent in a number of instances.

The causes of these reductions are largely connected with the increase in size of ocean vessels and with economies in the handling of ships and their cargoes. Ocean vessels may be divided into two classes, liners and tramps. The first consists of ships belonging to a regular line—that is, a group of vessels plying over the same route, voyage after voyage, and having more or less regular times of sailing. Vessels of the second class, commonly called "tramps," have no regular routes or times of sailing, but go from port to port seeking cargoes, usually for a single voyage at a time. Both liners and tramps are now built much larger than in former years. The cargo of a tramp ship not infrequently includes the product of 15,000 acres of average wheat land or the cotton yielded by twice that area, and it would take two such cargoes to fill the hold of one of the larger freight liners.

The cost of operating a ship does not usually increase in proportion to its size, while the earning power does increase with every additional unit of cargo space. The vessel of 10,000 tons dead weight capacity does not necessarily have twice the operating expenses of a vessel of 5,000 tons, but the earning power of the larger vessel may be double that of the former. The big ship may reduce rates by 25 per cent and still earn a larger percentage of profit than its smaller competitor. This applies especially to vessels of similar construction engaged in similar traffic.

In the competition of passenger liners with tramps the large ships of the former class are able to secure cargo at rates far below what the tramps can accept with profit. The tramp ship, on account of its slower speed, requires but a small part of the coal used by the fast passenger liner, and hence spends much less for fuel and for wages in the engine room than does the liner. But the earnings from passenger traffic and from mail contracts, as well as from its greater cargo capacity, help to give the liner the advantage.

While the direct interest of the producer or consumer may be in the rate of freight he pays rather than in carrier's cost of performing the service, the latter cost and the elements of which it is composed determine the lowest level of the rates for any considerable period of time. The rates prevailing at any one time are largely influenced by the demand for and supply of ships and cargoes.

Changes are taking place in the construction of sailing vessels as well as steamships. The former are not only built larger than in past years, but their sails are so altered as to require fewer seamen to operate them, and besides manual labor is being supplanted by machinery for handling sails, anchors and cargo. However, in spite of the progress of economy in building and operating sailing vessels, they are being crowded out by steamers. The capacity of all sailing vessels, both home and foreign, carrying the exports and imports of the United States, has declined 50 per cent in thirty years. Prior to 1881 the capacity of sailing vessels in this trade exceeded that of steamships, but in 1906 the tonnage of steamships was nearly eleven times that of sailing vessels.

Good harbors and low ocean freight rates are closely connected, since large ships are usually able to accept less for a given quantity of freight than are small ones, and large ships can float only in deep water. One of the chief benefits of deepening a harbor and its approaches is to make the port accessible for larger ships. Vessels are being built larger and larger as time goes on, and the ports which are to accommodate the traffic of the leading steamship lines will be ports having deep water in their harbors and in the channels leading to them.

The Texas rice crop is now estimated at 5,000,000 bags.

A Colorado farmer has harvested 178 acres of corn on unirrigated land, grown four miles west of Fort Lupton. This averaged forty bushels to the acre, the corn being of a high grade.

What is believed to be the largest check ever paid to any one wheat grower in the Pacific Northwest, says the New York Tribune, was received on October 28 by a Pendleton, Wash., farmer for the season's crop raised on about three thousand acres of Umatilla wheat land. The check, which was for \$70,842.70, was drawn by the Pacific Elevator Co.

OBITUARY

Henry Buck, proprietor of the Preble Elevator at Decatur, Ind., was caught in a fly wheel and dashed to his death on October 28.

Captain David Crego, at one time in command of the Chicago Board of Trade Battery during the Civil War, died on November 5.

Thos. H. Kellett, ex-M. L. A. and a leading member of the Grain Exchange at Winnipeg, Man., died on November 2 at his home in that place.

John Crowley, aged 39 years, who formerly owned an elevator at Wichita, Kan., died at his home there on October 14. Death was due to stomach trouble. Mr. Crowley was a native of La Rue, Ohio.

Seth Cuddeback, for many years identified with the grain trade at Duluth, Minn., died at his home in that city on November 7. He was a member of the Grain Exchange.

John A. Du Bois, a prominent hay man of New York, N. Y., died at his home late in October. He was recognized as one of the best of salesmen and at one time was assistant inspector of hay in New York.

A. N. Davier, a grain dealer of prominence throughout his own community, passed away at his home in Disco, Ill., on October 31. His demise came as a sudden shock to his friends, as his illness was of but short duration.

Horace S. P. Taylor, who was in the grain business at Bridgeport, Conn., having succeeded his father, passed away on October 30, at his home. Death was due to pulmonary trouble, from which he had been a sufferer for years. He was 25 years of age.

The body of A. C. Howard, a grain dealer of Hartwell, Ohio, was found hidden beneath a pile of grain sacks, one day last month. Mr. Howard formerly resided at Dayton, Ohio. It is the general supposition in Hartwell that Mr. Howard was murdered by a negro, who narrowly escaped being lynched by a mob.

C. M. Sly, who for 10 years was in the grain business at Blue Earth, Minn., died recently in his seventy-fifth year from neuralgia of the heart. Mr. Sly's first wife died April 1, 1884. In 1886 he was married to his cousin, Miss Susan Sly, who was visiting at North Adams, Mass., at the time of his death. There are two children.

Dexter M. Ferry, the millionaire seed man of Detroit, Mich., was found dead in his bed on November 11. He had succumbed to heart disease during the night. He was born of poor parentage in Lowville, N. Y., on August 8, 1833. He was married to Miss Addie E. Miller in 1867 and had four children. Mr. Ferry left a fortune of more than \$10,000,000.

M. J. Forbes, a former president of the Duluth Board of Trade, died at his home in Duluth, Minn., on November 4. Mr. Forbes was elected president of the Consolidated Elevator Co. in 1894 and was well known throughout the Northwest, having retained that office until last August. In respect to his memory, the Board of Trade closed at noon on November 5.

Samuel Elmer Smith, a prominent resident of Danvers, Ill., where he was at one time engaged in the grain business, died in a hospital at Bloomington from yellow jaundice, with which he was ill eight weeks. He was 50 years of age. He was born in Williams County, Ohio. For the past few years he conducted the elevator at Woodruff. A widow survives him.

Ole L. Manseth, aged 54 years, hanged himself in his granary at Freeborn, near Albert Lea, Minn., on November 1. The deed was done without warning to anyone and various causes are assigned. One is that he had money in the bank, and as the stringency prevented him from getting all of it at once, melancholia ensued. Another is that the deceased was in poor health and still another theory is insanity.

B. O. Winslow of the Leisure-Winslow Grain Co., Georgetown, Wash., was accidentally shot by a revolver knocked off a stool by his business partner, while at his desk. He died fifteen minutes later in a local hospital. Winslow was standing in front of the counter affixing his signature to some legal papers when his partner, C. W. Leisure, who had laid a .38-caliber Colt's double-action revolver on a stool a few feet behind him, accidentally brushed the gun off in turning around and it dropped to the floor, landing on the hammer. The bullet struck near the base of the spine, running upward and coming out in the abdomen. The man sank to the floor unconscious. Winslow was 40

years old. He had lived in Georgetown more than a year, going there from Idaho, and being originally from Taylor's Falls, Minn. He was a member of the Masons, Knights of Pythias, Odd Fellows and Modern Woodmen of America. He is survived by a widow and a son three years old.

Edward Wharton Sumner, a prominent grain dealer of Minneapolis, Minn., died on October 29 at the Jones hospital in that city, following a two weeks' illness. He had suffered a nervous breakdown. Mr. Sumner had spent the last twenty-five years in Minneapolis, where he had a host of friends, for he was one of the most popular of the grain dealers in that city. He was 43 years of age, and resided at the Minneapolis club. His mother, three sisters and brother live in New York, at which place the funeral was held.

F. W. Frasius, editor of the Southwestern Grain and Flour Journal, died at his home in Wichita, Kan., on October 22, after an illness of two years. Deceased was secretary of the Wichita Board of Trade and has been active in politics. He was candidate on the Democratic ticket for lieutenant-governor in 1888 and was Democratic candidate for state senator from Shawnee County in 1898. Mr. Frasius had been a resident of Kansas twenty-seven years, having been in business in Topeka and Clyde, Kan., before going to Wichita four years ago. He was born in Germany in 1847.

Rev. W. A. Humphrey, owner of a string of grain elevators throughout eastern Oklahoma, dropped dead on October 23 while working at his elevator at Guthrie, Okla. He was standing on a scaffold, and, becoming faint, climbed down to the ground and then fell dead. He was 55 years old and apparently in the best of health. The Rev. Mr. Humphrey was a minister in the Christian church for several years, but resigned the ministry about eight years ago to begin a business career, in which he had been very successful. Six years ago he was the reform candidate for mayor of Guthrie, but was defeated in the election. He had remained loyal to his church and was always prominent as a delegate in all the state meetings held by the Christian denomination. His aged parents live at Guthrie, and a widow and several children survive him.

Charles N. Miller, one of Chicago's most original figures in the grain trade, an author and writer of market matters and a man with a multitude of friends, passed away very suddenly on November 8, after an attack of acute indigestion. At the time of his death he was connected with E. W. Wagner & Co. as the writer of market letters. He was a member of the New York Produce Exchange, and as a member of the former firm of W. S. Miller & Co. was, previous to 1880, one of the largest distributors of oats and corn in the east. He was 63 years of age and left no family. During his career Mr. Miller wrote many books, many of which are of a humorous vein. A fitting and appropriate eulogy is given by E. W. Wagner as follows: "Charles N. Miller, for several years the writer of our market letters, died suddenly Friday, November 8, 1907, at his residence in this city. Mr. Miller was a man of gentle and noble character, endowed with those instincts of sterling integrity inherent in the sturdy New England stock from which he sprang. Possessing a wide and thorough knowledge of literature which, combined with an intimate knowledge of the affairs of life gained through years of practical business experience, enabled him to speak with authority. Mr. Miller was a man amply qualified to write upon the markets and all that had to do with making of prices. His market letters were unique, both because of the excellent style in which they were written and the rare gift he possessed of judging of conditions with an accuracy that warranted him in expressing his opinions with conviction. Always Mr. Miller wrote what he believed to be the truth. He was not in the habit of rushing to hasty conclusions, but only after a thorough study of basic conditions did he formulate and express his ideas. The work in which he was engaged afforded him a pleasure that was heightened by the fact that he had sufficient reason to feel that he had achieved success in his writings. In his death we have sustained the loss of one whom we held in high esteem as a friend and valued most highly in a business way."

The Farmers' Grain and Stock Co. of Hooper, Neb., declared a 20 per cent dividend on business of crop of 1906.

The Farmers' Elevator Co. of Manson, Calhoun Co., Ia., handled 340,000 bushels of oats and corn, crop of 1906, and claims a profit of \$5,000.

The state association of farmers' elevator companies of Minnesota has an organizer in the field to induce the various farmers' elevator associations in these counties to send delegates to the meeting of the state association to be held in Minneapolis on December 17.

LATE PATENTS

Issued on October 8, 1907.

Automatic Weighing Machine.—John H. McLeod, La Salle, Ill. Filed February 27, 1907. No. 867,745. See cut.

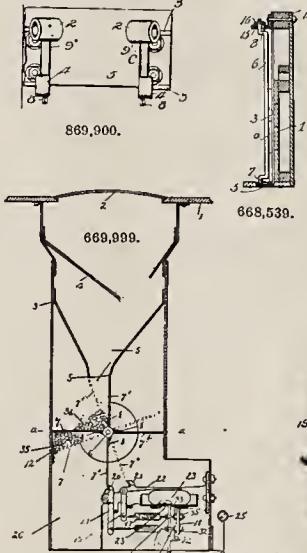
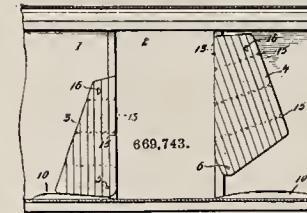
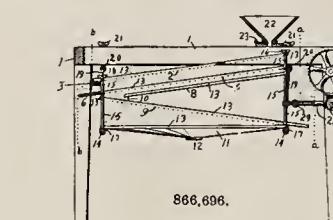
Grain Cleaner and Separator.—William C. Harmon, Seneca, Mo. Filed June 28, 1906. No. 867,880. See cut.

Issued on October 15, 1907.

Grain Bin.—Walter L. Finton, Appleton, Wis. Filed May 18, 1906. No. 867,962. See cut.

Grain Door.—Martin Kennedy, Chicago, Ill., assignor of one-half to William F. Renshaw, Chicago, Ill. Filed April 15, 1907. No. 868,097. See cut.

Bag Holder.—James Hulbert, Ashtabula, Ohio. Filed April 9, 1907. No. 868,269.



869,900.

868,530.

867,962.

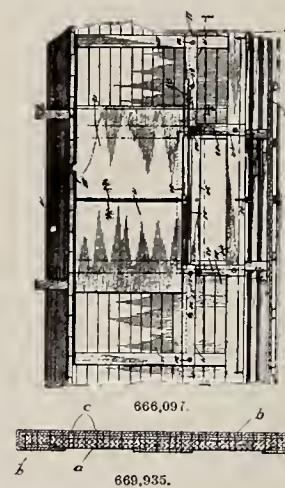
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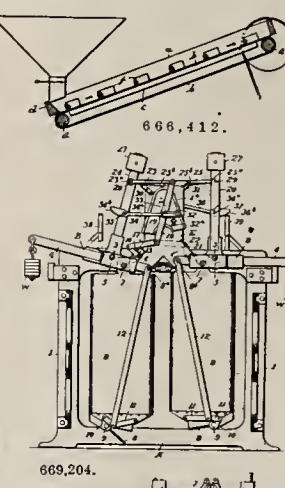
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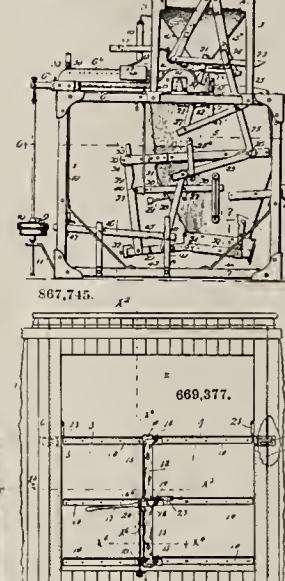


866,097.

669,935.



669,204.



867,745.

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867,860.

867,962.

867,745.

867,071.

869,377.

delphia, Pa. Filed April 10, 1907. No. 869,935. See cut.

Weighing Device.—Ransom E. Kimble, Vicksburg, Mich. Filed February 25, 1907. No. 869,969.

Meter for Weighing Coal, Grain and Like Material.—Montross Washburn, Ossining, and Roger D. Granger, Brooklyn, N. Y. Filed October 13, 1906. No. 869,999. See cut.

Rotary Grain Scourer.—Samuel T. Wilson, Charleston, W. Va., assignor of one-third to H. W. Sentz, Charleston, W. Va. Filed December 22, 1906. No. 870,071. See cut.

Corn Grader.—Charles Hunnicutt, Wilmington, Ohio. Filed April 15, 1907. No. 870,515.

NEW CORN.

Many are asking, what shall we do with new corn? In a general way it may be truthfully remarked that it has not paid to "hedge," or contract for any forward delivery, any grain harvested so far this year. The objection to selling for December and January (home track delivery) rests on

the uncertainty of obtaining cars and the risk of hard penalties for non-delivery. Further, there is always risk of grade and additional loss when sold for delivery at Southern markets. Usually cars can most easily be had for shipment to Chicago, and No. 3 corn can be delivered here on sales of No. 2 corn, or regular corn, at 5c discount for either December or May delivery. Therefore, it seems to us that sales here for December or May offer the best protection against purchases of new corn for such of our customers as feel that they must be protected and are ready to margin such sales here when necessary. The No. 3 corn, when it moves, can probably be converted for a less discount than 5c per bu., and it is a "hedge" that can be closed any business day instanter. If the No. 3 corn later can be sold to better advantage than to come here, let it be so sold and the future covered here.—Pope & Eckhardt Co., Chicago.

Don't wait for a Wall Street railroad panic to be over and for stocks to rise before you dare buy grain. Grain never suffered for a long time for this reason. Stocks will go down for a year or more yet, to say nothing of the time when a rise will be due them. Many a receiver will be called in before the railroads are on a sound basis again. Whatever trouble may yet beset corn, it will not cause receivers much anxiety. The money that will be necessary to advance on sound corn from the next crop will not tax the financial ability of the weakest firm on the Board of Trade. To get it and not how to carry it will be the proposition to solve in regard to corn. It will be cared for on the farm.—E. W. Wagner, Chicago, November 2.

Issued on October 22, 1907.

Corn Separator.—William A. Werckle, Peoria, Ill. Filed March 27, 1905. No. 868,898. See cut.

Grain Tally.—Harry H. Warren, Sheridan, Ill., assignor of one-half to William P. Warren, Sheridan, Ill. Filed June 3, 1907. No. 869,150.

Automatic Weighing Machine.—Robert D. Webb, Minden, La. Filed April 8, 1907. No. 869,204. See cut.

Issued on October 29, 1907.

Grain Door for Cars.—Charles E. Mapes, Havana, N. D., assignor of one-half to Henry J. Waddell, Havana, N. D. Filed July 20, 1907. No. 869,377. See cut.

Grain Door.—Henry H. Boenker, St. Charles, Mo. Filed January 18, 1907. No. 869,412.

Grain Car Door.—William R. Smith, Topeka, Kan., assignor of one-fifth to Frank L. Park, Topeka, Kan. Filed July 26, 1906. No. 869,743. See cut.

Issued on November 5, 1907.

Supporting Pulleys for Belt Conveyors.—Edwin J. Haddock, Columbus, Ohio, assignor to Joseph Jeffrey. Filed August 7, 1907. No. 869,900. See cut.

Conveyor Belt.—George C. Plummer, Philadelphia, Pa., assignor to Main Belting Company, Phila-

DENATURED ALCOHOL.

The predictions, a year ago, that in the event of a removal of the tax on denatured alcohol, the farmer would also become a distiller of grain alcohol, are not at all likely to be realized, notwithstanding the recent amendment of the law in the interest of the farmer, which will shortly become effective. "The manufacture of alcohol on a small scale," says Chief Chemist Wiley of the Agricultural Department, "is not likely to prove profitable. Experience has shown that attempts to manufacture sugar and other substances of a similar character on a small scale cannot compete with similar manufacturing industries on a large scale."

Probably, too, the benefits to accrue from the industry have been overestimated. For instance, its use for power and heat will depend upon the price at which it can be produced in competition with kerosene and gasoline. The outlook here seems most promising from a mechanical point of view, at least; for Professor Lucke, of the Government commission at work in the laboratory at Columbia University, reports that the commission's tests show that many engines can use alcohol as fuel without cost for changes. He says:

"We have been experimenting with alcohol officially since October 1, 1905, and before that time with kerosene, alcohol and gasoline. We have demonstrated that an engine which could be run on any one of these fuels could be run on the other two. The tests show that some of the gasoline motors on the market will run on alcohol without any change. Other motors require a slight and others a considerable change. We find that there are a great many conditions besides the design of the engine that will influence the relation of the alcohol to the gasoline consumed."

"In a general way it may be stated that a gasoline engine running on alcohol will give more power with alcohol, but will consume more fuel, although the increase of power is not in proportion to the increase of fuel. Special efforts of inventors and designers to alter these fuel consumption figures have been successful abroad and will be equally if not more successful here. The entire question of alcohol as a fuel versus gasoline and kerosene is one of personal preference and cost. Relative cost will undoubtedly be dependent upon geographical location. Relative power and fuel consumption will be independent of geographical location, so that it rather looks as if the displacement of gasoline and kerosene engines by alcohol will resolve itself into a question of personal preference and geographical location."

"None of these fuels can ever compete with coal, except in localities where coal is scarce and expensive. No matter what fuel is used in an engine you only get a small fraction of what heat units you have bought, 5 to 10 per cent of the coal and about 20 per cent of the gasoline, alcohol and kerosene in any engine using fluid fuel—all the rest goes to waste."

Of course, all fermentable raw materials will yield alcohol, but their use as such in commercial distillation will depend upon their economy, productively considered. At this time corn is certain to be the chief source of alcohol, although the sugar makers expect to reap considerable advantage in the use of their waste products. Innumerable sources exist, of course, in less expensive farm products even than corn; and Professor Lucke thinks anyone can make denatured alcohol out of corncobs, vegetables, fruit, sugar cane, etc., and he sees no reason why the farmer cannot make alcohol under the conditions of the law as recently amended, denaturize it with simple poisons such as petroleum, benzine, etc., and run his farm engines, irrigation machinery and pumps with it at a nominal cost.

As a bit of history it is worth recording that the Department of Commerce and Labor, having investigated through its 900 or more consuls abroad the manufacture and use of the new fuel abroad, has discovered in substance that to Emperor William of Germany the world is really indebted for the new industry. Not that he discovered the fuel, but that he forced its use on Germany. The kaiser was enraged at the Oil Trust, and offered prizes and assistance to boom denatured alcohol in Germany and adapt it to use in the industries. As a result Germany to-day is using the new fuel in every form of engine, and the German-Austrian Oil Trust has been flattened out. In the empire the production of wholly and partially denatured tax-free alcohol was enlarged from 20,665,887 gallons in 1900 to 25,889,056 gallons in 1904, while in Great Britain the production as given by the English Industrial Alcohol Committee increased only from 3,386,612 gallons in 1900 to 3,667,357 gallons in

1904. In Germany industrial alcohol has displaced kerosene as an illuminant, the expense per burner being only two-thirds of that of kerosene, besides giving a light equal to gas.

Internal Revenue Commissioner Yerkes and Representative E. J. Hill of Connecticut, on their return from Europe, report that Great Britain, France and Germany are making the most liberal regulations to extend the use of the new fuel. Australia is about to enact the new American law almost verbatim, with even more liberal provision. France pays a bounty of five cents per gallon to encourage the industry. At Manchester, England, the factories are using denatured alcohol in making hats. The same process is to be duplicated in America by hatmakers after January 1, and will decrease the cost of hats, whether it reduces the cost to the wearer or not.

At any rate, the distilleries are going at Peoria; and at the end of October were grinding more corn than usual at the season of the year.

The first car of new crop corn arrived at Indianapolis on October 31, consigned to Bert A. Boyd, of the Board of Trade. It was from central Illinois, was damp, grading No. 4 white.

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[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

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Elevators in Illinois and Indiana that handle from 150,000 bushels to 300,000 bushels annually. Good locations. Prices very reasonable. Address

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A. L. Box 9, care "American Elevator and Grain Trade," Chicago, Ill.

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One Hoosier Grain and Seed Separator for sale. Address

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Gasoline engines for sale, 5, 7, 10 and 20 horsepower.

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One No. 37 Howes Oat Clipper, good as new. Address

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FOR SALE.

One No. 9 Monitor Oat Clipper.

One Fairbanks Hopper Scale, capacity 60,000 pounds.

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Two 12-inch cast-iron turn-heads; one No. 2 Western Corn Sheller; one No. 4 Barnard's Improved Dustless Corn Cleaner.

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FOR SALE.

Gasoline engines; one 54-horse Fairbanks-Morse; one 28, one 16, one 12, 2, 8 and 25 horsepower Sterling Charter. All sizes and prices in small sizes.

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FOR SALE CHEAP.

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One No. 5 Richmond Elevator Separator.

One No. 8 Cyclone Dust Collector. Address HOLLISTER-WHITNEY CO., Quincy, Ill.

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Miscellaneous & Notices

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WANTED.

Position as manager of elevator or line of elevators; 18 years' experience; keep double-entry books; best of reference. Address

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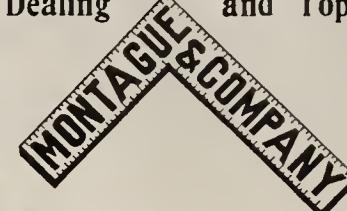
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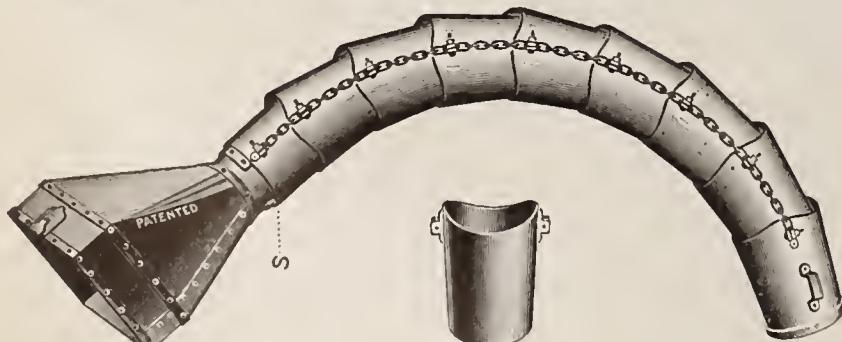
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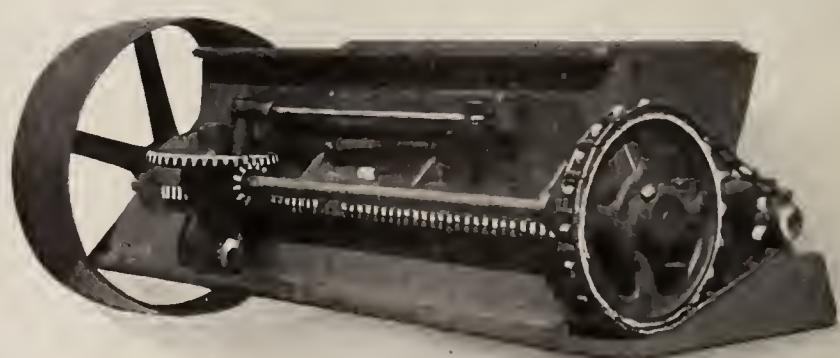


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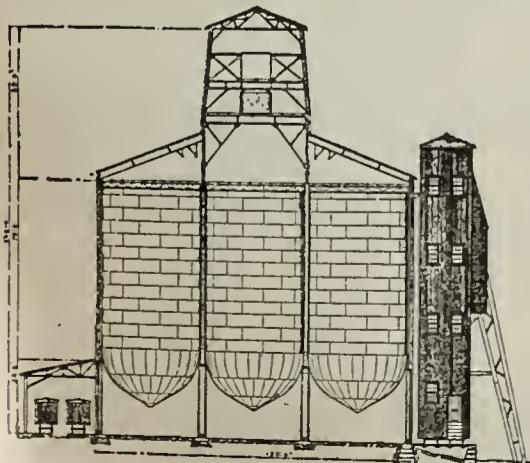
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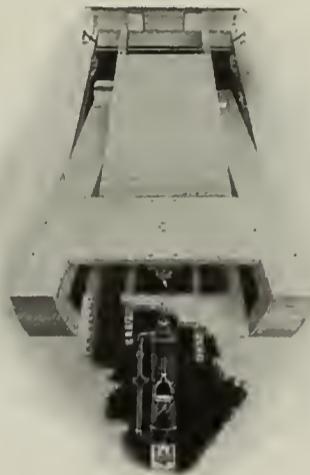
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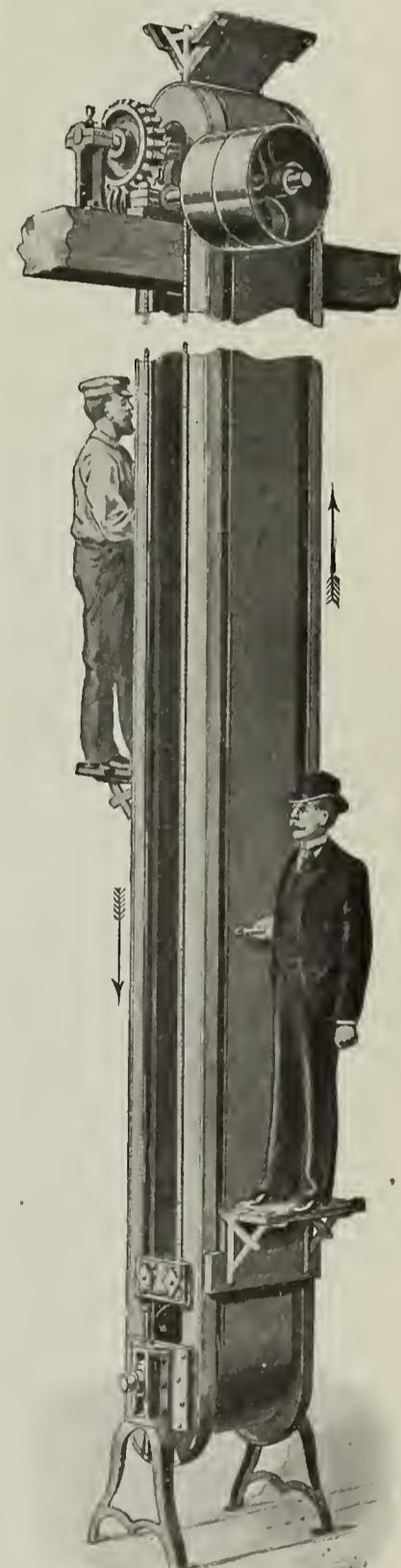
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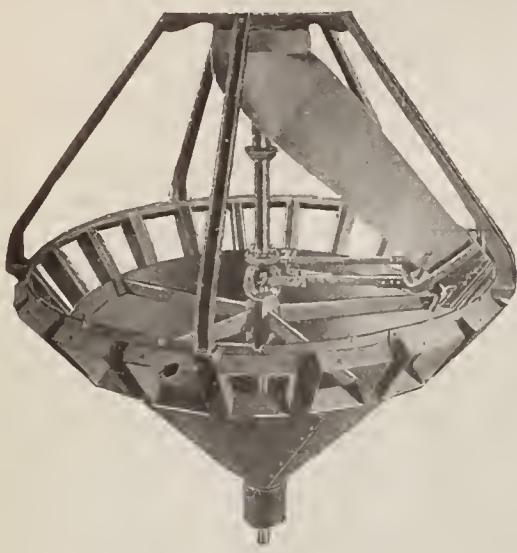
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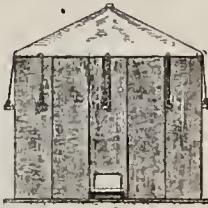
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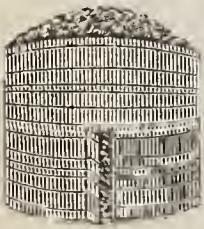
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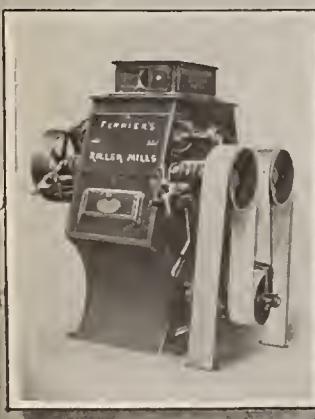
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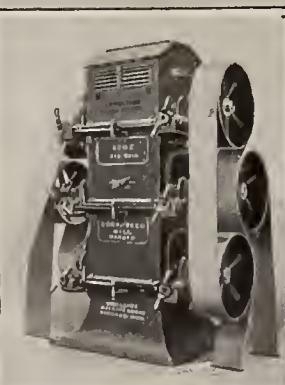


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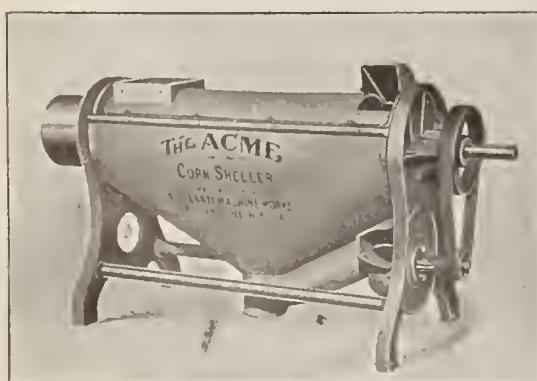
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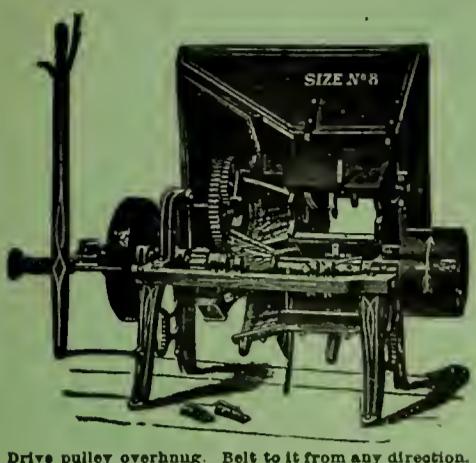
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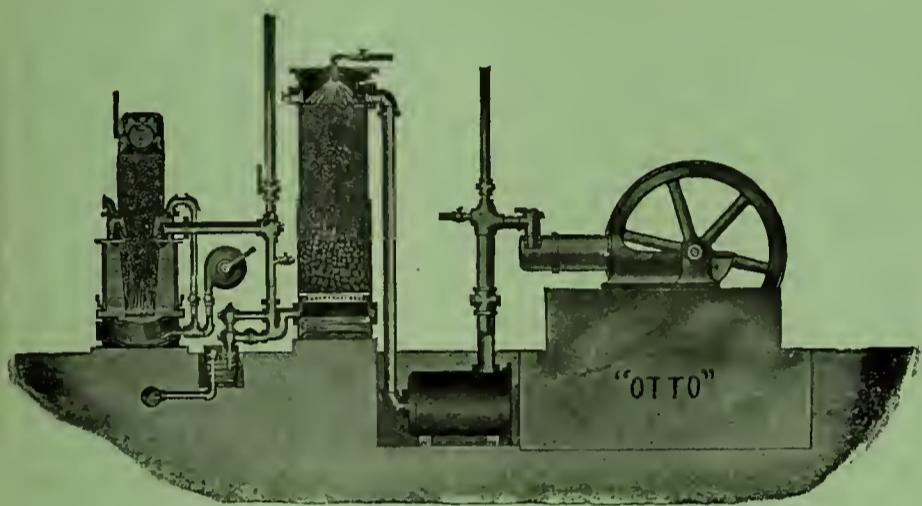
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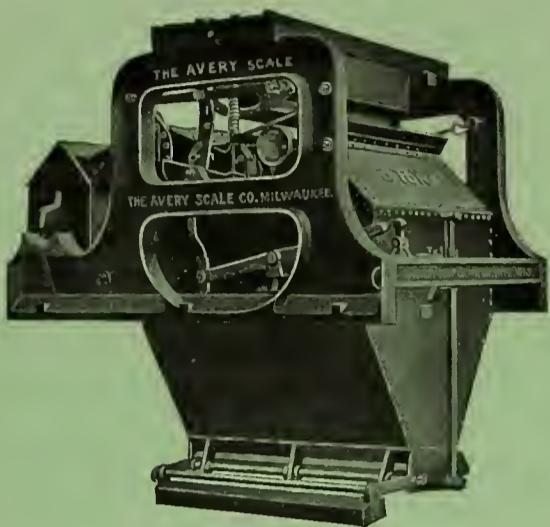
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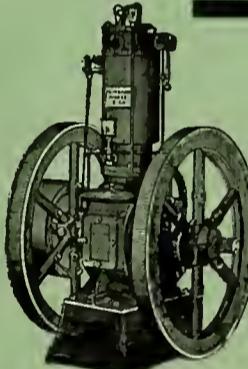
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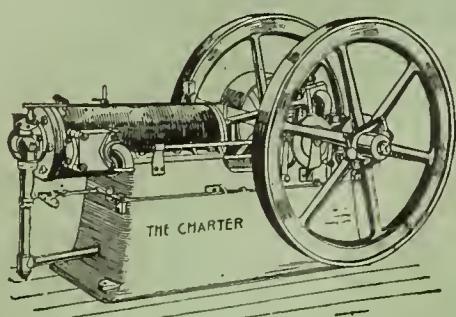
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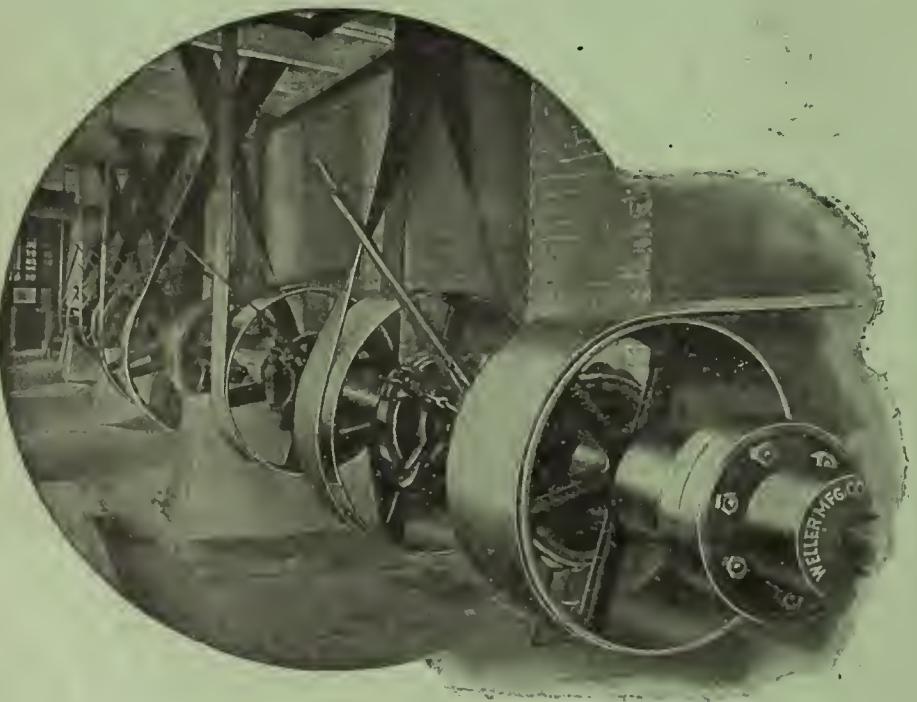
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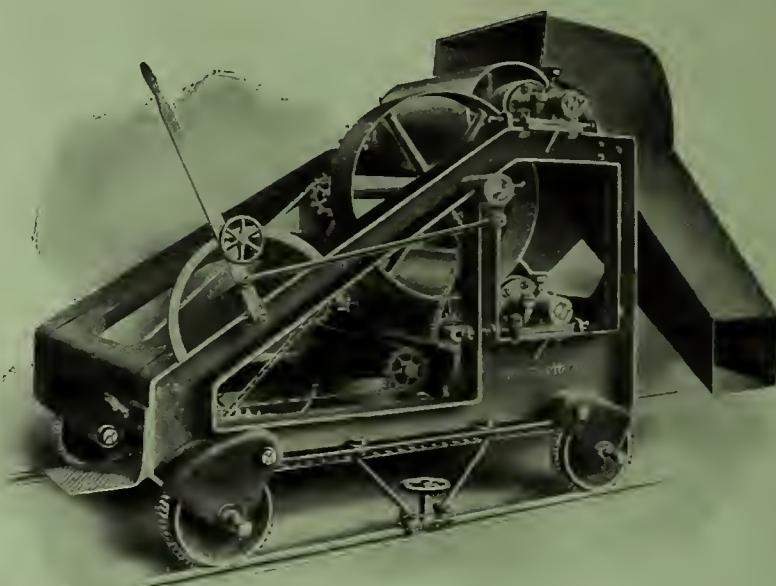
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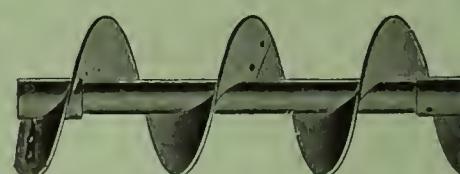
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